

**POMRIL.**  
PURE NON-ALCOHOLIC  
APPLE JUICE  
Invaluable for Stomach and  
Diabetes.  
Per doz. quarts... \$7.25  
Per doz. pints... 4.65  
**H. PRICE & CO.,**  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

**ITALIAN VERMOUTH**  
The only Reliable Brand is  
**MARTINI ROSSI**  
SUCCESSORS  
**MARTINI SOLA & CO.**  
AGENTS—  
**F. PRICE & CO.,**  
12, Queen's Road Central

No. 14,444 號肆十肆百肆千肆萬壹第 日亥初月陸年十亥緒光 HONGKONG, THURSDAY, JULY 21st, 1904. 肆拜禮 號壹拾貳月柒年肆百九千壹英港香 PRICE, \$3 PER MONTH.

**WATSON'S PRICKLY  
HEAT LOTION**  
IS A FIRST-RATE PREPARATION.  
IT AT ONCE RELIEVES THE SKIN  
IRRITATION AND PRODUCES A  
SOOTHED, QUIET FEELING.  
**A. S. WATSON & CO.**  
LIMITED,  
MANUFACTURING CHEMISTS.  
ESTABLISHED A.D. 1841. [a1331]

**CUTLER, PALMER  
& CO.'S**

PRICE \$11.00 PER DOZEN  
NET

**"SPECIAL BLEND" WHISKY**  
Blend  
Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
**SIEMSEN & CO., Hongkong.** [a46]

**VICTORIA CYCLE EMPORIUM**  
We are Sole Agents for the following:  
MONOPOL, FUTURE, CENTAUR, and  
NEW PREMIER CYCLES. Best American  
Machines in the Market, always on hand and  
for sale. Also a large assortment of SECOND-  
HAND MACHINES of various makes,  
nearly as good as new, at greatly reduced prices.  
MOTOR CYCLES, MAIL CABS,  
RICKSHAS FITTED WITH PNEUMATIC  
TYRES AND BALL BEARINGS throughout.  
Everything in the trade always kept in  
stock. First-class workmanship guaranteed in  
all branches of the business. Re-examining a  
speciality.  
**H. S. ABDOLLA,**  
60a) 43 & 34A, Queen's Road East.

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**  
Casks of 375 lbs. net \$4.75 per Cask ex Factory.  
Bags of 250 lbs. net \$2.85 per bag ex Factory.  
**SHAW, TOMES & CO.,**  
General Managers.  
Ho gkong, 14th August, 1903. [a1451]

**THE AMERICAN SYSTEM  
OF  
DENTISTRY**

**DR. M. H. CHAUN.**  
37, Des Voeux Road Central, HONGKONG  
From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904 [a164]

**SIEN TING.**  
SURGEON DENTIST,  
No. 10, L'AGUILAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1903.

**WEI CHEETOO & CO.**

IMPORTERS, EXPORTERS  
AND  
GENERAL COMMISSION AGENTS.  
SPECIALITY: HUMAN HAIR.  
No. 12, Pottinger Street, Hongkong.  
Agencies:  
CHEE CHONG, Dealer in Human Hair.  
SHUN LOONG, Preserved Ginger Factory.  
CHOW LEUNG YAK, Fire Cracker Factory  
Hongkong, 1st June, 1904. [1387]

**CONNAUGHT HOUSE.**

A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.  
Excellent Cuisine and Wines.  
Large and lofty Rooms, Elegantly Furnished.  
Hydraulic Elevator, Hot and cold water  
throughout.  
Special Rates for Tourists.  
Launch Service for Guests.  
For Terms, apply to the  
MANAGER.  
Hongkong, 31st October, 1902. [a144]

**CARLTON HOUSE.**

10, ICE HOUSE ROAD.  
FIRST-CLASS PRIVATE HOTEL.  
Cool Rooms, Elaborately Furnished. Com-  
fort of Residents and the Cuisine a speciality.  
For terms apply—  
**B. F. HOWARD,**  
Lessee and Manager.  
Hongkong, 2nd July, 1904. [1621]

**E. C. WILKS & CO.**  
**MARINE SURVEYORS.**  
CONSULTING ENGINEERS AND NAVAL ARCHITECTS:

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

SHIP DESIGNS AND SPECIFICATIONS PREPARED.

Agents for the CONSTRUCTION and SALE of STEAM and MOTOR-LAUNCHES.

CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANADIAN ASBESTOS and ASBESTOSCELS Goods kept.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telegram Address: "MARINEWORK."

Hongkong, 1st May, 1904.

Telephone No. 358. [a1153]

**TRUSCOTT MOTOR LAUNCHES.**

THE undersigned, representative for THE TRUSCOTT BOAT MANUFACTURING  
CO., of St. Joseph, U. S. A. will be pleased on application to submit Estimates, Catalogues  
and full particulars regarding MOTORS and MOTOR-LAUNCHES.

Sample boat in Hongkong at present. Inspection invited.

**O. JANSON.**

Care of AAGAARD, THORESEN & CO.,  
HONGKONG CLUB ANNEX. [a1586]

Hongkong, 8th July, 1904.

**KODAKS,  
FILMS,  
AND ACCESSORIES.**

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

**LONG, HING & CO.,**

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903. [a38]

**AQUARIUS.**

AQUARIUS SPARKLING MINERAL TABLE WATER  
(made from Pure Treble Distilled Water).  
AQUARIUS TONIC WATER.  
AQUARIUS BEEFSTEAK GINGER ALE.  
AQUARIUS LEMONADE.  
AQUARIUS LITHIA WATER.  
AQUARIUS GINGER BEER (Stone Bottles).



Telephone No. 75.

**THE AQUARIUS COMPANY,**  
GENERAL MANAGERS.

**CALDBECK, MACGREGOR & CO.**

15, QUEEN'S ROAD. [a35]

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC,**

\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

**IMPERIAL BRANDY**

\$12.00 PER CASE.

**THE ELITE OF WHISKY—**

THE "PALL MALL,"

\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

**O. P. & Co.'s OWN SPECIAL**

**BLENDED WHISKY,**

\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

**O.P. & Co.'s INVALIDS' PORT**

\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassal.

**DOURO PORT,**

\$15.00 PER DOZ.

A fine, full, and fruity wine.

**AMOROSO SHERRY,**

\$20 PER DOZ.

**LA TORRE SHERRY,**

\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

**BENEDICTINE LIQUEUR—**

D.O.M.,

\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a45]

**KELLY & WALSH, LD.**

NEW BOOKS BY ENGLISH MAIL.

PORT ARMY, by Q. ... \$1.75  
THE SIRDAR'S OATH, by B. Milford ... 1.75  
JOSHUA NEWINGS OR THE LOVE ... 1.75  
BACILLUS, by G. E. Brady ... 1.75  
OLD HENDRIK'S TALES, by Capt. A. O. ... 1.75  
Vaughan ... 1.75  
GORDON KIEH, by T. N. Page ... 1.75  
A MAGDALEN'S HUSBAND, by V. Brown ... 1.75  
THE SUCCESSOR, by R. Pryce ... 1.75  
THE ORIGINAL WOMAN, by F. Frankfort ... 1.75  
Moore ... 1.75  
THE WINE OF LOVE, by H. A. Hinkson ... 1.75  
GARMICATH, by J. S. Clouston ... 1.75  
A CRIMINAL CONFESSION, by Geo. Griffith ... 1.75  
A CONSUMMATE SCOUNDREL, by Guy ... 1.75  
Boothby ... 1.75  
THE DESCENT OF MAN, by E. Wharton ... 1.75  
LA GRANDE A LOUREUSE, by M. Formont ... 2.25  
LA VIE AMOUREUSE DE FRANCOIS ... 2.25  
BARBAZANGES ... 2.25  
THE WEB OF INDIAN LIFE, by Sister ... 1.75  
Nivedita ... 0.90  
THE YEAR BOOK OF PHOTOGRAPHY ... 0.90  
THE BRITISH HOME OF TO-DAY ... 4.25  
MODERN DOMESTIC ARCHITECTURE ... 4.25  
AND THE APPLIED ARTS, by W. ... 4.25  
Shaw Sparrow ... 1.85  
EXTRACTS FROM ADAM'S DIARY, Trans. ... 1.85  
from the Original M. S., by Mark ... 1.85  
Twain ... 2.50  
AN ENGLISH GIRL IN JAPAN, by ... 2.50  
E. M. H. Bennett ... 2.70  
LIONS AMONG MY AUTOGRAPHS, by ... 2.70  
G. T. Sims ... 2.20  
RADIUM AND OTHER RADIO-ACTIVE ... 2.20  
ELEMENTS, by L. A. Levy and H. G. ... 2.20  
Willis ... 2.20  
THE BUSINESS OF INSURANCE, by A. J. ... 2.20  
Wilson ... 2.20

THE GEMS OF THE EAST 16,000  
MILES OF RESEARCH Among  
WILD AND TAME TRIBES OF THE  
PHILIPPINE ISLANDS, by A. H.  
SAVAGE LANDOR, 2 Vols. ... \$27.00  
THE ALPS DESCRIBED BY MARTIN  
CONWAY, Painted by A. D. Mo-  
Cormick ... 17.00  
THE FAITH OF A CHRISTIAN, by A.  
Disciple ... 3.00  
ETIQUETTE FOR EVERY DAY, by Mrs.  
Humphrey ... 1.35  
A MANUAL OF SURGICAL DIAGNOSIS,  
by J. Berry ... 5.25  
AUTOBIOGRAPHY, by Alex. Bain, D.D. ... 12.00  
URIC ACID, AN EPITOME OF THE  
SUBJECT, by A. Haig ... 2.20  
GERMAN OFFICIAL ACCOUNT OF THE  
WAR IN SOUTH AFRICA. Authorised  
Trans. by Col. W. H. Waters, R.A.;  
Maps and Illustrations ... 9.00  
LIFE OF SIR BARTLE FRERE, by J.  
Mortimer, 2 Vols. ... 26.00  
THE LIFE OF MAJOR GEN. WAUCHOPE,  
by Sir Geo. Douglas ... 9.00  
STAND MAGAZINE JAN. TO JUNE 1904 ... 5.50  
L'ARMEE CHINOISE, by Gen. H. Frey ... 2.25  
WHEATON'S INTERNATIONAL LAW, by  
J. B. Aylay, New Ed. ... 27.00  
LADY'S GOLF, by Haylet ... 4.70

WAR MAPS. [a32]

**ARNHOLD, KAREBERG & CO.**

LARGE STOCK

OF

**LIGHT RAILWAY MATERIAL**

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904. [a333]

**THE OLD  
FAMILIAR BEVERAGE  
STONE GINGER-BEER  
YCLEFT "POP."**

HOME

BREWED



**WATKINS LIMITED**  
CHEMISTS, AERATED WATER MANUFACTURERS,  
APOTHECARIES' HALL, WATKINS BUILDING.  
At CANTON, SHANGHAI, HANKOW and PEKING. [a37]

**W. BREWER & CO.**

23 and 25, QUEEN'S ROAD.

NEW BOOKS AND NEW EDITIONS.

Academy Pictures, Complete Volume ... \$3.00  
Cunningham's Dock Engineering ... 25.00  
Sutton's Marine Engineering, Latest ... 17.00  
Molesworth's Pocket Book, Just Out ... 4.60  
Hurst and Molesworth's Pocket Book, ... 9.50  
Combined ... 7.00  
Building Construction, 2 Parts ... each 0.90  
Pears' Encyclopedia ... 17.00  
Set of Dickens' Works, Complete, 15 Vols. ... 1.75  
Watchers on the Tower, by Hales ... 1.75  
Naughty Nan, by Long ... 1.75  
His Majesty's Peacock, by Mackenzie ... 2.50  
Ransom's History of England ... 13.00  
Brass's Naval Annual ... 6.5  
The Sailor's Pocket Book ... 3.00  
Japan in Pictures, by Sladen ... 3.00  
The China Martyrs of 1910, by Forsyth ... 4.00  
China from Within, by Davenport ... 4.00

Navy and Army, Volume 15 ... \$15.00  
Wide World Magazine, Vol. 12 ... 4.60  
Pearson's Dream Book ... 0.80  
The Co-ee Reciter ... 0.80  
Guide to the Dutch West Indies ... 1.50  
Japanese Physical Training ... 3.90  
Advanced Bridge, by Ellwell ... 4.60  
Hockey and Lacrosse ... 0.80

TENNIS GOODS.

CRICKET GOODS.

GOLF BALLS.

Games of all Kinds.

BLICKENSDERFER TYPEWRITER. [a23]

**THE  
LAHMEYER ELECTRICAL CO., LD.**  
LONDON

ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.  
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
**SIEMSEN & CO., SOLE AGENTS FOR CHINA.** [a5]

**LANE, CRAWFORD & CO.**

ARE NOW SHOWING

**LADIES' WHITE SKIRTS.**

LATEST SHAPES, NEW DESIGNS.

**LADIES' RAINCOATS.**

NEWEST MATERIALS, SMARTEST STYLES.

Hongkong, 8th July, 1904. [a4]

**INSURANCE**

EVERY FACILITY

In connection with Life Assurance Business is  
afforded by

**THE STANDARD LIFE ASSURANCE  
COMPANY.**

ONE of the largest and wealthiest of the  
Provident Institutions of the United  
Kingdom. Forms of application and all  
information will be promptly afforded on  
application to

**DODWELL & CO., LD.,**

Agents. [a1612-4]

**HOTELS.**

**HONGKONG HOTEL**

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing  
Music, Ping-pong and Smoking Rooms.  
Private Bar and Two Billiard Rooms for  
Hotel Residents.  
Dining Accommodation for 300 persons,  
Private and Special Dining Rooms.  
European Chef and Indian Curry Cook.  
Ladies' Afternoon Tea Rooms with European  
Matron in attendance.  
Ladies' Dress Room.  
Hydraulic Elevators to each Floor.  
Bedroom Accommodation—131 rooms.  
Electric Lighting throughout. Electric Fans  
in Rooms, if required.  
Hot and Cold Water throughout.  
Wines and Groceries specially imported by  
the Hotel Co.  
Wines cooled by Hotel refrigerators.  
Hotel Linen washed on Premises by  
machinery.  
Fire Extinguishing Mains and Emergency  
Exits on every floor.  
MODERATE CHARGES! (No Extras!)

**H. HAYNES,**

Manager. [a43]

**THE**

**PEAK HOTEL.**

Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South  
West Monsoon.

A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.

Telephone No. 29.  
Town Office: 7, DUNDRELL STREET. [a914]

**KING EDWARD HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hote at separate tables.

For Terms, &c., apply to the—  
MANAGER.  
Hongkong, 10th June 1903. [a1082]

**MACAO**

AND

**CANTON**

**HOTELS.**

**A LITTLE CHANGE.**

**THE Round Trip from HONGKONG**

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable.

**WM. FARMER,**

Proprietor. [a1362]

**"BOA VISTA"**

(HOTEL-SANITARIUM OF SOUTH  
CHINA)  
**MACAO**

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desiring of  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. *Hongshan*), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.

Cable Address—"BOA VISTA."

For Terms, apply to

THE MANAGER. [a241]



## INTIMATION



S. A. WATSON &amp; CO.,

LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED

WATERS

IN THE FAR EAST.

The Manufacture of our AERATED WATERS is conducted under constant European export supervision.

THE MACHINERY in use embodies every improvement up to date.

The most perfect scientific system of filtration is employed.

By which means we have attained

PERFECTION OF QUALITY

AND

ABSOLUTE PURITY.

OUR WATERS being acknowledged by the leading English Manufacturers as equal to their best productions.

A. S. WATSON &amp; CO.

LIMITED.

THE HONGKONG DISPENSARY.

[31]

## NOTICE TO CORRESPONDENTS

Only communications relating to the news columns should be addressed to the Editor. Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 21st JULY, 1904.

WHEREVER two are three are gathered together, there must Law be in the midst of them. It is one of the inventions born of gregarious humanity's necessity. Its evolution, from phratry law and tribal law to national law, is patent. International law has been evolved, but not yet perfected, from the world's shrinkage, from the greater frequency of contact of nation with nation. It is designed to meet the imperative need referred to, the need for mutual concessions. Whether it be nation and nation, or only man and wife, there has to be, if the wheels of life are to run with any smoothness, a good deal of "give and take." As we have said, international law has not yet attained its evolutionary acme. Ancient as it is in principle, it is as yet rawly new as to development. There are so few established precedents applicable to the *fin de siècle* problems constantly cropping up; so many moot points with no final authority to settle them; that the definitions recorded are still regarded as more academic than legislative. Thus, when in the Red Sea Russia demonstrates her notion of the "give and take" principle by giving great provocation and taking the mails from neutral vessels, men speak of international law, without quite knowing the locality of the international law courts. The question of the status of these "volunteer" or privateer cruisers of hers, as well as that of their passage through the Dardanelles, must be settled between the Powers, Turkey, and the offending nation. It is governed by the Treaty of Berlin, and resolves itself, apparently, more into a question of fact. It is the definition of contraband around which the knottiest problems have been congregating; and yet

in molesting the mails, Russia has not confined herself, it would appear, to searching for such cargo, nor to contentment when it did not happen to be discovered. The carriage of despatches is not closely analogous to the conveyance of contraband cargo, although in the text books the branch of international law dealing with it is sometimes classified as, and entitled, "Analogues of Contraband." Neutral vessels are, of course, expected not to carry despatches vital to the conduct of the campaign; and it is very little use pleading that the carrier was not cognisant of the contents of his mail bag. The stoppage of despatches is so essential a factor in modern war that every latitude has been accorded to belligerents in this respect. The neutral carrier of letters carries out his task at his own peril, and his knowledge of the nature of his charge is constructively determined. That is to say, his knowledge of the destination of the despatches is considered to be knowledge of their nature, and of recognition of his own risk in taking them. Supposing the Nippon Yusen Kaisha continued to carry the communications between the Japanese Government and its representatives abroad, as it may be assumed that subsidised line did in time of peace, Russia would be obviously correct in seizing all it could catch, and it would be just as patently unfair for neutral vessels to carry duplicate despatches, and thus rob Russia of the success she had otherwise obtained by capturing the enemy's despatches. Lord Stowell's ruling in the *Atlanta* case would be applicable. On the face of it, it might be, and Russia appears to think it is, applicable to-day. But the same learned judge has established another definition, based upon an important distinction between despatches and ordinary correspondence. In the *Caroline* case, despatches were being carried from the ambassador of one of the belligerents, resident in a neutral State, to his own country, and Lord Stowell emphasised the distinction that exists between an executive officer of the Government, conducting its affairs (and including, we suppose, its wars), and a representative residing in a neutral State for the usual purpose of sustaining amicable relations between his country and such neutral. The question of destination, and source, again enters, to determine the presumption as to the nature of the correspondence. Russia's right to examine any or all ships on the high seas cannot be disputed. It is the incontestable right of the lawfully commissioned cruisers of any warring Power; but the legality of these recent Russian confiscations of neutral mail bags is seriously called in question. If the mails from Europe are to be counted as contraband cargo, or as belligerent despatches, Russia might as well be permitted to stop the mails between London and Canada, which, very likely, carry an occasional letter calculated to foster pro-Japanese sympathy in North America. Such a letter could be construed into a military despatch, for there has been about as much fighting for sympathy in this war as there has been for Port Arthur. In the China seas, and the Sea of Japan, there is much more likelihood of a pregnant despatch being found, but somehow the Red Sea is regarded as healthier by Russian naval men. They may be safer there, but the energy they are displaying over the mail bags can serve no useful purpose, and it is, moreover, even from the Russian point of view, "bad business."

Hooley the financier is again arraigned on a charge of fraud. There was only one plague case yesterday, Chinese, and fatal. The English Mail of the 18th June was delivered in London on the 19th inst. Undoubted testimony is forthcoming of junk smuggling in food supplies to Port Arthur. The "Union Jack Club" fund, to which Colonists have contributed, now amounts to over £32,500. M. G. Laferrière has been appointed to the Secretaryship of the French Municipal Council of Shanghai. A special telegram from Peking states that the Emperor of China is dangerously ill with dysentery. Lord Curzon was suffering from an attack of neuritis and had been ordered to take a complete rest for a short time. A Government Gazette extraordinary yesterday announced that the revised Ordinance volumes had been approved and sealed. The Anglo-Ceylon and General Estates Company, Limited, have declared a dividend of 5 per cent. for the year, carrying forward £20,709. We learn, says the Shanghai *Union*, that Mr. R. W. Little, editor of the *N.-C. Daily News*, is retiring. He joined that paper in 1886 as sub-editor.

"I am too ill to come to court to-day. I remand the case to to-morrow," was the excuse sent by a missing Kaffir witness to the assistant magistrate at Kimberley.

J. Haggerty, who has been selected by the *Weekly Dispatch* out of over 3,000 applicants to swim the English Channel, has commenced a course of two months' training at Blackpool.

The body of the late Mr. Murphy, who was drowned in the Poh-lam River on the 10th inst., was found four days later. The *Amoy Gazette* says an inquest was being held at the Consulate on the 15th.

The Chinese Imperial Customs authorities, according to a Shanghai telegram to the *Strait Times* on the 14th inst., report that four hitherto unreported mines, and several water-logged junks, are adrift in the Gulf of Pechili.

On the anniversary of the battle of Waterloo, the King received at Windsor Castle the Duke of Wellington, who handed to his Majesty the flag annually presented by him to the Sovereign in virtue of his tenure of the Stratfieldsaye estates.

M. Todorovitch, Privy Councillor to the late King Alexander of Serbia, and formerly Minister of the Interior, has been sentenced to undergo 18 months' imprisonment and to refund the sum of 30,000L (£1,200), for misappropriation of money belonging to the State.

A notification was published on July 8th stating that there is a rock in Colombo Harbour near the shore, on the southward of the graving dock, over which there is only ten feet of water. It is at present marked with a red barrel buoy. Vessels making use of this portion of the harbour are warned accordingly.

Mr. Justice Bray was sworn in before the Lord Chancellor at the House of Lords on June 20th, after which he proceeded to the Law Courts, where, in the presence of Justices Kennedy, Darling, Channell, and Jeff, he took the usual oaths, which were administered to him by the Master of the Crown Office, Mr. James R. Mellor. The new Judge afterwards left for the Northampton Assizes.

A Calcutta telegram to the *Times of Ceylon* on the 8th inst. says the British casualties at Guntur were:—Killed.—Lieut. D. Gordon, 32nd Pioneers; and three men of the 8th Gurkhas. Wounded.—Lieut.-Col. Campbell, Captain Preston, 40th Pathans; Lieut. Grant, 8th Gurkhas; Mitchell, 23rd Pioneers; three men of the Fusiliers, and 2 Sepoys. The enemy's strength was 5,000.

The superstition, which is such an inseparable part of the sailor's attitude towards his calling, will be strengthened by the fate which has befallen the *P. & O. Australia*. "She is thirteen years old," said a white member of the crew of the vessel, "and she sailed from London on 13th May, which was a Friday." He added in a tone that indicated the depth of his conviction that ships are ruled by destiny, "What else could you expect?"

By kind permission of the Commandant and officers, the Band of the 93rd Burma Infantry will play the following programme at the Kowloon Hotel this evening (weather permitting):—March—"Field Service".....Ond Home Overture.....Strandella.....Flute Selection—"Little Christopher Columbus".....I. Caryll Harp Dance—"The Boston Belle".....Goldfrey Selection—"A Chinese Honeymoon".....Talbot Waltz—"Les Baisers".....Margia Serenade—"Love in Idleness".....Macbeth

The announcement has been made that, owing to an important discovery, the famous Board of Trade is to be abolished or reconstructed. It has been discovered that there is no such thing as a Board of Trade; that when a gentleman writes: "I am instructed by the Board of Trade," &c., he is only using a harmless paraphrase of the familiar saying: "I said I to myself, said I—." A Home paper says it told the world this twenty years ago, and that the information has at last percolated through space until it has reached Government circles.

Mr. Fielding, the Canadian Finance Minister, in his Budget speech, on June 7th, made the following reference to the tariff. He said that seven years' working showed that it was satisfactory. It was a revenue producer, and contained a measure of protection as well. Canada would adhere to the British preference. There was but one opinion in Canada on that point. Canada led the way. He regretted that Great Britain did not respond as far as obtaining preference in return; but, as the question was one of political strife in the Motherland, Canada was content with stating its position, and did not intend doing anything further as far as the tariff was concerned.

Miss Beatrice Harraden at the Women Writers' annual dinner on June 20th, expressed gratitude to the handful of enterprising women who 15 years ago dared to believe that women might meet and dine together and not be bored; and for this reason she refused to obey the command of the secretaries to speak for ten minutes at least—in the first place, because it was not in her nature so to do, and, secondly, because all the subjects on which she could have spoken brilliantly; such as man, religion, politics, &c., were tabooed. The avoidance of these interdicted subjects she considered tactful, and this gift she claimed as the special possession of her sex. There was the tact born of the heart, of kindness and true consideration for other people's feelings; and there was the tact born of the head, of worldly wisdom and social circumspection, equally valuable in its way, though not so spontaneously disinterested. It was not love that made the world go round; it was tact, for even love, the most precious gift life had to offer, must be handled with infinite tact if it was to survive the ups and downs of life and of temperament.

## TELEGRAMS.

[REUTER'S SERVICE.]

"NO-POPERY" FRANCE.

LONDON, 18th July.

The relations between France and the Vatican have become most acute. The Cabinet has required the Vatican, under a threat of an immediate rupture, to withdraw their letters ordering the Bishops of Laval and Dijon, who refused to join in the protest against the ecclesiastical policy, to come home and answer for their conduct.

## TO WELCOME THE NEW GOVERNOR.

The vessel bringing Sir Matthew Nathan to Hongkong will be timed to enter the harbour at 10 a.m. It is to be met by the Harbour Master in the *Lanthe Victoria*. The Governor will land at Blake Pier at 10.30, and be received by a guard of honour at the landing-place. An artillery salute will be fired as he lands. Sir Matthew will be received on the Pier by the Officer Administering the Government, who will make the necessary introductions. After these, His Excellency will proceed to the Council Chamber, along a route to be lined with Police. There will be a guard of honour at the Government Offices. In the presence of the councillors, leading officials, and others present, the Chief Justice will read the Commission, and administer the oaths, the oath of allegiance, the oath of office, and the judicial oath. The guard of honour will salute and the band play six bars of the National Anthem. Another artillery salute will announce the start for Government House, the route to which will be lined by Chinese Police.

## PROMENADE CONCERT.

Here is the programme of the Promenade Concert, elsewhere advertised, to be given on the Volunteer Parade Ground on Wednesday next, at 9 p.m.:—Selection—"Behonism Girl".....Halse The Band. Tenor Solo—"Song of Thanksgiving".....F. Altitzen Gunner F. W. Gol ring, H.K.V.C. Song....."My dear and only love".....Sullivan Rev. W. J. Phillips, H.M.S. Ocean. Parton Solo—"The Border Ballad".....Cowen Mr. Frank Austin. Song....."The Enchantress".....Hatten Mrs. H. M. Webb. Song....."It had the desired effect".....E. Kent Mr. H. Arnold-Tozer. Cate Walk....."Dinah".....Reception The Band. Interval of 10 minutes.

Intermez:—"Hawthorn".....Moret The Band. Song....."When we fight".....K. S. Eichen Sergeant W. Torril, H.K.V.C. Violoncello Solo—"Chanson Triste".....Tobolskowsky L. Cinqunaine.....Gabriel-Marje Mr. P. L. Miller. Song.....Lieutenant G. P. Leunert, H.K.V.C. Song....."The Happy Land".....H. Talbot Mr. H. Arnold-Tozer. Baritone Solo—"The Pipes of Pan".....Elgar Mr. Frank Austin. Selection....."Orpheus aux Enfers".....Offenbach The Band. "God Save the King."

By kind permission of Captain T. G. Greet, R.N. and the officers, the band of H.M.S. *Ocean* will play the orchestral selections. There will be a late train if necessary after the performance.

## THE ELECTRIC TRAMWAYS.

A P.W.D. INSPECTION.

Car No. 28, of the Hongkong Tramways Electric Co., was taken out for a run yesterday afternoon, the occasion being a P.W.D. inspection. Those present in the car included Mr. H. Hackwood, resident engineer of the Hongkong Tramways Electric Co., Hon. P. N. H. Jones, Acting Director of Public Works, Mr. Gray Scott, manager of the Hongkong Tramways Electric Co., and Mr. C. H. Gale, executive engineer of the Public Works Department. The car was driven at a brisk rate from Blue Buildings to Shau-kiwan, and around the Racecourse, etc. We understand the test was satisfactory.

Some misconceptions appear to be current with regard to the tram fares. The first-class fare will be 5 cents from point to point, and the third-class 2 cents. Starting from Kennedy Town, the stopping points will be Whitty Street, Wing Lok Street, Post Office, Arsenal Street, Observation Place (generating station), Causeway Bay (Racecourse), Metropole Hotel, Shau-kiwan. The first-class fares, it will be noticed, approximate to the present jinrikisha fares. There will be special workmen's cars, morning and evening, the fares being 2 cents for every three points. Thus while the first-class passenger travelling from one end of the line to the other will pay 45 cents, the second-class passenger will pay 18 cents, and the passenger by workmen's cars will be charged only 6 cents.

## HONGKONG GYMKHANA CLUB.

The second Meeting promoted this season by the Gymkhana Club will take place at Happy Valley on Saturday, the 30th inst. (weather permitting), commencing at 4 p.m. There will be in all six events, namely, One Mile and a quarter Flat Race, Polo Pony Race, Three-quarters of a mile Flat Race, Ladies' Nomination Hat-trimmed Race, the Gymkhana Club Challenge Cup, and a One Mile Flat Race. Entries close to the Hon. Secretary, Mr. G. K. Hall Brutton.

## THE WAR.

[FROM OUR OWN CORRESPONDENTS.]

IN MINE-SOWN SEAS.

TIENTSIN, 20th July.

Messrs. Jardine Matheson's steamer *Hipsang*, which left Newchwang for Chefoo, is four days overdue. There is a rumour that she has struck one of the mines known to be floating in the Gulf. The steamer *Pechili* is out searching for her.

## HONGKONG STORES SEIZED BY RUSSIA.

SHIPPING BUSINESS AT STAND-STILL.

INTERVENTION PROBABLE.

LONDON, 20th July.

The action of Russia in the Red Sea continues to give grave offence. The *P. & O.* steamer *Malacca* has been ordered to Sebastopol, although it is certain that the 300 tons of ammunition on board were government stores for Hongkong. Another Russian warship has passed the Dardanelles, and it is reported that the German steamer *Sambia* has been seized in the Red Sea. Chartering has quite ceased in the meantime. The American Government maintains a watchful attitude, and there are indications of strong British action.

[REUTER'S SERVICE.]

## MORE ABOUT THE RED SEA CRUISERS.

LONDON, 18th July.

The British steamer *Waipara*, which has arrived at Aden, was detained by the Russian cruiser *St. Petersburg* for four hours yesterday. The Captain was informed that the *Malacca* was seized on the 14th instant because she was carrying arms and munitions for Japan. The *Mail's* correspondent at Singapore reports that a large armoured cruiser and two colliers were sighted near the Straits of Malacca on Thursday going west. It is supposed to be a Japanese cruiser, en route to capture the Russian cruisers in the Red Sea.

[Our Singapore correspondent contradicted the latter statement yesterday.—Ed.]

LATER.

The *P. & O.* steamer *Persia* has been forcibly detained an hour in the Red Sea by the Russian cruiser *Smolensk* which transferred the Japanese mail ex *Prinz Heinrich*. The *Smolensk* confiscated two bags for Nagasaki. Germany has protested to St. Petersburg against the *Prinz Heinrich* episode. The *P. & O.* Co. deny that the *Malacca* had any arms or munitions for Japan; she was only carrying the usual Government stores for Hongkong.

[We have already reported that the German mails were returned.—Ed.]

## WAR ITEMS.

PORT ARTHUR DATE FIXED.

Mr. F. Hori, of Shanghai, writing to the *Daily News* on the 12th, concludes:

I, as a Japanese, may not be in a proper position to judge such a case, but judging by common-sense, would it not yet be absurd to suppose that General Nogi has sent more than 28,000 men to the front for the preparatory operation of the general attack on Port Arthur which, as your Tokyo telegram hinted, and I myself also have been informed from a reliable source, will not be commenced until after about ten days?"

FALLER BACK.

There are now very few traces of Russians in the direction of Yingkou, says the *N.-C. Daily News* correspondent on the 12th.

MORE TORPEDOING. This Tokyo telegram appeared in the *N.-C. Daily News* on the 13th:—"The sixth torpedo flotilla, approaching the booms outside Port Arthur last night, torpedoed a first-class cruiser of the *Diana* type (6,630 tons), but the result was not ascertained. The Japanese suffered no loss."

NOGI'S ASSIGNMENT.

The actual reduction of Port Arthur has been confided to General Nogi's army, which has landed on the peninsula south of General Oka's position, and considerably nearer Port Arthur.

RUSSIAN REINFORCEMENTS.

A special cable from the *Pioneer's* correspondent, dated London, 7th July, says that General Khiloff states that General Kuropatkin is receiving daily reinforcements of 4,500 men.

## RUSSIAN PRESTIGE GONE.

The war news, which is greedily absorbed by Persians of all classes, does much to reduce Russian prestige, and the Russian bubble is, practically, burst.—Ispahan correspondent of *Pioneer*, Allahabad.

THANKFUL FOR SMALL MERCIES.

It must not be forgotten that the Russian squadron has not subjected its engines and its guns to much wear and tear as has the squadron of Admiral Togo. His ships have taken part to a greater or lesser degree in all the operations which have been carried out by the Japanese land forces, and have taken part in nine attacks on Port Arthur and Vladivostok.—*Norfolk*, St. Petersburg.

ORIGIN OF CHINESE RUMOURS.

All kinds of rumours are circulated about Port Arthur, its condition and the incidents in its vicinity. It is to be observed that none of these rumours emanates from Japanese sources. All came from the Chinese via either Shanghai or Chefoo. But there is no possibility of placing any further reliance in Chinese stories. They have been thoroughly discredited by the sudden appearance of the Russian Squadron in the fighting field, whereas the squadron was supposed to have landed its secondary armament and to be quite unfit to put to sea. It looks, to the *Japan Mail*, very much as though the Chinese were spreading falsehoods not merely from the love of the thing but also for the sake of the Russians.

A JAPANESE LOSS.

The mines which the Russians have placed apparently haphazard in the high seas around Port Arthur have found another victim. Wa (*Times of Ceylon*) can find no trace in Brassey's Annual of a cruiser of the name *Kainan* or of anything approaching this name. It is more than likely, therefore, that it is the torpedo boat destroyer *Kamome* which has been sunk. If so, Japan is the poorer by a first-class destroyer of 150 tons displacement. In Great Britain and the United States the indignation is very great at the indiscriminate way in which mines have been laid in the Far Eastern waters by the Russians; and some arrangement may be expected to be come to internationally to prohibit the practice.

GUELLA WORK.

Every day makes the conditions more advantageous for the Japanese. The rapidly growing crops render cavalry operations more and more difficult, while the luxuriant summer foliage affords shelter to infantry. Each sign of a Russian advance is met by the Japanese pushing forward strong columns. The Russians have been forced back from place after place. Small bodies of Japanese are present everywhere. They are concealed with admirable skill, and remain invisible and silent in their hiding places, which are screened by brushwood. They constantly send back reports to headquarters, and strong supports are always within reach of them. Hand-to-hand fights, says the *Daily Mail* correspondent, are continually occurring in the thick forests, on the mountain roads, and by the river banks.

JULY 15th?

The St. Petersburg correspondent of the *Echo de Paris* telegraphs that the pessimism shown in certain circles was due to the arrival of a telegram from Admiral Alexeiev drawing a gloomy picture of the situation at Port Arthur. The Viceroy has once more urged the Tsar to order General Kuropatkin to march to the rescue of that fortress. But General Kuropatkin has refused to change his plans, estimating that Port Arthur will be able to hold out at least two months. He himself is constantly receiving troops, and by July 15 will be able to take energetic action.

LOSSES OF OTHER BATTLES.

An American officer writing in a New York paper says that battles can be called up by the score which make the fight on the Yalu dwindle into insignificance. The Confederate loss at Gettysburg was 30,000, the Federal about 20,000. In the two days battle of the Wilderness the Federals lost 18,000 and the Confederates 11,000. In the first big battle of the Rebellion, Bull Run, the Federal loss was over 12,000 and the Confederate loss was estimated at over 8,000. If we make due allowance for the inaccuracies of history many of the battles of other times were deluges of blood, compared with which the battle of the Yalu is but a drop in the bucket. In round numbers Hannibal, in the battle of Cannae, 216 B.C. slew 40,000 Romans. In the battle of Haldon Hill, in 1333, Edward III. slew 30,000 Scots. At Waterloo the Allies lost 22,000 and the French 35,000.

## THE "CENTURION'S" GUN-SIGHTS.

The inefficiency of the gun-sights of individual ships has frequently been commented on in these columns, says the *Naval and Military Record*. The *Centurion* is a notable case, as it will be remembered that Sir Cyprian Bridge, when Commander-in-Chief of the China station, was reported as having informed the Admiralty that the ship was unfit, at that time, to go into action. It has now transpired that all the sights are hopelessly wrong, and some experts even go so far as to say that it will be necessary to re-sight the guns of the whole navy if anything like correctness and gunnery efficiency is to be assured. This is a large order, for at the lowest estimate something more than a quarter of a million sterling would be required to make the necessary changes. Still if this expense is necessary—and its necessity is said by men of the highest professional attainments to be unquestionable—then the country should provide the money. Having discovered the error, it will be the wisest plan to boldly grapple with the subject and apply an immediate and effectual remedy. The shooting of the men of the fleet is improving by leaps and bounds, and the officers and men must, at all reasonable costs, be provided with reliable instruments for the sighting of their guns.



## SUPREME COURT.

Wednesday, 20th July.

## IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR W. M. GOODMAN (CHIEF JUSTICE).

## DISCHARGED.

The Attorney-General, Hon. Sir Henry S. Berkeley, stated that in the case of Ho Ping Kun, who had been committed on a charge of bribery, he did not propose to call any evidence, and he would ask that the man be discharged.

The defendant was discharged by proclamation.

## THE TAI O RAID.

Four Hoklo fishermen were charged with having on 6th July at Tai O, Lantau Island, demanded money with threats from a fisherman, Fong Koo Fat, with causing a riot by assembling along with a large number of persons and acting in a riotous way; and with others assembling together in large numbers in an unlawful manner and creating great trouble and disturbance.

They pleaded not guilty.

The following jury was empanelled: Messrs. W. S. Allen, A. Rumball, A. Bryson, W. J. Crawford, A. M. McDougall, E. B. Shepherd and W. G. Winterburn.

His Lordship, referring to the fact that the jury were sworn in twice over, said this course was necessary because the indictment contained charges both of felony and misdemeanour. There were historical reasons for the double oath, and though he did not see that there was any practical use of it at the present day, it was better to have it done. In England you could not join misdemeanour and felony in the same indictment. In this Colony they were allowed to join them.

The Attorney-General in opening the case for the Crown said he thought the jury when they had heard the evidence would have no hesitation in finding the prisoners guilty on all three counts. The facts of the case were as follows:—Fong Koo Fat was a fisherman at Tai O, and he had his boat moored there on the morning of the 6th July. There was a gang of Hoklo marauding fishermen—sometimes fishing and at times marauding—who had been in the habit in years past of levying blackmail on the peaceful fishermen at Tai O; but this year Fong Koo Fat, the complainant, advised his fellow-fishermen to resist the blackmailers' demand. Three ringleaders of the gang came to this man's boat on the morning of the 6th and demanded from him \$100, which he refused. They threatened him and then went away, saying they would come back. About eleven o'clock, a mob of about 80 returned, among them the four prisoners. They were armed with revolvers and swords. The gang came in boats to the mouth of the creek where the fishermen had their boats drawn up. The gang could not get their junks sufficiently near, so they left them and walked along the bank of the creek until they came opposite the complainant's boat. They then called out to him, made a great noise, threatened him and demanded the money previously asked for. In the meantime the complainant, fearing trouble as a result of his refusal to pay the blackmail, had armed himself and his crew, and when threatened with violence by this armed gang he threatened to return the violence upon them unless they went away. The show of resistance made the gang go away. While they were still threatening him he got a report made to the police, and Sergeant Floyd turned out all the Indians in the station down to the village while he himself took to the water in a police boat. When they approached the place he saw a boat making off with two of the prisoners in it. They pursued and captured them. About 60 of the gang ran off over the hills. An Indian constable managed to capture one of those who was running away by threatening to shoot him, and another was found on the hillside hiding behind a rock.

The jury after hearing the evidence, found the prisoners guilty on all counts.

His Lordship in passing sentence said he wondered at the audacity of these men coming into British territory and acting as they had done. In their own country they would have their heads off very quickly for a similar crime. The English law was more merciful, but it was more sure, and they must not attempt ever to do this sort of thing again. Each of them would be sentenced to two years' imprisonment with hard labour, and in order that they might realise in their persons that the English law would not permit this sort of thing, each of them would have 24 strokes of the birch within the first month of their imprisonment.

## THE "HEATHBURN" SHOOTING CASE.

Charles Perthlin, a Norwegian, about 35 years of age, was brought up on a charge of having on 6th June, in the waters of the Colony, shot one Woo Kam with a shot-gun with intent to murder him; and alternatively with intent to do grievous bodily harm and with unlawfully wounding.

He pleaded not guilty on all three counts, and said he wanted to make a statement and tell the whole story.

His Lordship said he would not dispose of the case before hearing his statement, but it would have to be made during the trial.

The following were elected to the jury:—Messrs. W. J. Crawford, G. Richardson, W. Anderson, J. M. de Gray, F. G. Chopart, A. M. McDougall and A. Bryson.

The Attorney-General in opening the case said that the prisoner was at the date in question carpenter on board the s.s. *Heathburn* lying in the Harbour. Woo Kam was quartermaster. He did not think, he said, that it would be possible to find the prisoner not guilty on at least the last count. The quartermaster was shot by the prisoner under such circumstances as must make the wounding unlawful. If the evidence was to be believed to the full the prisoner was guilty of the more serious crime of wounding with

intent to do grievous bodily harm. The *Heathburn* arrived here on 4th June. On the night of the 5th, about midnight, there was an attempt being made to smuggle ashore some Japanese women and men by the men who had stowed them away on the *Heathburn* when she left Japan. It would be proved that \$100 had been given to the carpenter to stow away these women and men. The carpenter and the steward between them were implicated in the stowing-away. On attempting to get stowaways over the side of the ship Woo Kam, the quartermaster, stopped them and resisted their passage. There was a scuffle, and in the scuffle the prisoner fired a shot from a gun, hitting the quartermaster on the breast. The only question for the jury to decide upon was that of intent. When the prisoner made his statement he stated that he fired in self-defence. There was nothing, said the Attorney-General, that he could see as far as the witnesses who had been called up to the present were concerned, which would lead one to believe that the prisoner was called upon to exercise self-defence. He had most improperly stowed away these people, and as he had been in trouble before for the same thing he knew what risk he was running. When the affair happened he was evidently in a very excitable frame of mind. Some 38 pellets from the charge entered the quartermaster's breast.

Evidence was led.

The prisoner in his statement to the Court said that in the course of the row he rushed into his cabin and seizing the gun fired it into the air to frighten the Chinese who were keeping the Japanese back. He did not intend to hit anyone.

His Lordship in summing up remarked that in his opinion the first count had not been proved. The third had been proved, and it was a question for the jury to decide whether the second had or not.

The jury found the prisoner not guilty on the first count and guilty on the second and third.

His Lordship passed sentence of three years' imprisonment with hard labour, remarking that had the gunshot entered the quartermaster's body only two inches from the spot it did enter the man would have been killed.

The prisoner asked his Lordship if he could reduce the sentence so as to make allowance for the time he had been in gaol already.

His Lordship told him that in the ordinary course his sentence would be reduced by one-fourth if he behaved himself while in gaol.

Perthlin, though a Norwegian, is a British subject.

This concluded the Sessions, and the Court adjourned.

## POLICE COURT.

Wednesday, 20th July.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

## ILLEGAL OPPIUM.

Two men were charged with unlawful possession of illicit prepared opium. They were fined \$250 and \$300 respectively.

## ALLEGED KIDNAPING.

Two Chinamen were charged with kidnapping little boys. The chief attraction in this case was the youngsters' court. They were children of about seven years of age, and to talk to the magistrate they had to be lifted on to chairs. During the hearing of the case one of them sat down on a chair in the court and went fast asleep. The other, more wakeful, had to be suppressed by a kindly constable. The defendants were committed to take their trial at the next Criminal Sessions. They made no statements in Court.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

## MORE CHILD TRAFFIC.

A Chinese woman was charged with kidnapping girls. On Saturday, it appears, an official of the Registrar-General's Office went to Yau-mat, where he saw a little 13-years-old girl who said she had been bought by the defendant for \$70. The child also said that there were three others bought by the same woman. The girls had been taken from Canton. The case was remanded.

## SHORT WEIGHT.

Inspector Ford summoned two stall-keepers of Yau-mat Market for having short weights and erroneous scales. The first defendant denied the charge, but the other admitted it. Both men were convicted. The first defendant, a man who had been fined \$50 for a similar offence on a previous occasion, was fined \$200 or three months' imprisonment. The other man was fined \$50 or two months' imprisonment.

## THEFT FROM THE "THALES."

The carpenter of the Douglas s.s. *Thales*, a Chinaman named Wai Sing, was charged by the first mate with stealing \$100 of brass fittings, value \$25, from the steamer. He was convicted and sentenced to two months' hard labour.

## CHINESE CONSTABLE FINED.

A Chinese constable was charged on remand with assaulting a Chinaman. Mr. H. W. Looker, solicitor, of Messrs. Deacon, Looker and Deacon, prosecuted. The civil case showed that the constable had been searching some men, while on duty, and becoming irritated with one of them he struck him on the head. He was fined \$2 or seven days' imprisonment.

## THE PARSEE BARRISTER.

Mr. Harston appeared in the afternoon for the Parsee barrister brought from Manila on a charge of forgery in Bombay. Inspector Powell, of the Bombay Police, said that about two and a half years ago the prisoner broke bail, while under a charge of forging a will. A warrant was issued, and witness had followed prisoner from Manila to Hongkong, where he had the warrant endorsed.

An adjournment to Monday was granted to allow Mr. Harston adequate perusal of the dossier.

## LLOYD'S AND MARINE INSURANCE COMPANIES.

The wreck of the P. & O. steamer *Australia* at Port Nepes, at the entrance of Melbourne Harbour, recalls the loss of the steamer *Petrona* at the same place seven months ago. These two losses within so short a time suggest that the local aids to navigation are not perfect. The *Australia* was from the United Kingdom and Colombo, and had discharged her cargo for Fremantle and Adelaide; she had still on board her cargo for Melbourne, Sydney, Tasmania, and New Zealand. The bulk of this cargo is insured in London, but the amount involved is not large, and is spread thinly over a wide area. The *Australia* (6,900 ton), built in 1892, is uninsured, except under port risk policies; she is a sister ship of the *Himalaya*, and cost £200,000. Her present value under the port policies is £15 a ton, or £103,500. The P. & O. Company lost a nearly new steamer, the *Solomon*, in 1901, the *Ganges* in 1898, and the *Aden* in 1897. In 1898 the *China* was so badly damaged as almost to amount pecuniarily to a total loss. In view of the considerable casualties to cargo steamers, which must occur in a great fleet like that of the P. & O., it has often caused surprise that the directors do not limit their liability on any one steamer to, say, £50,000 and insure the excess, instead of running the whole risk themselves. A similar course was adopted about a year ago by the Royal Mail Steam Packet Company, and the insurance was placed at so small a cost that the result—by relieving the strain of losses on the insurance fund—must prove of considerable benefit to the company. The P. & O. Company could, for an excess insurance of this kind, obtain very favourable terms in the London market.

Much interest is taken in the exploits of the Russian Vladivostok squadron, and the damage done by these cruisers brings home to underwriters the enormous power of modern war vessels to harry and destroy merchant steamers. If the Port Arthur squadron had been less closely watched and confined than they were, it is obvious that underwriters of war risks on steamers to Japan would have had by no means a rosy time. The British steamer *Albatross*, which has been captured by the Russians and taken to Vladivostok, was carrying a cargo of Japanese coal from Japan to Singapore. At the time of capture she was not insured against war risks. But when she took out Welsh coal, from Penarth via the Cape to Sasebo (arriving there on May 21), both hull and cargo were underwritten against the risks of capture. It is expected that she will be released. The *Albatross* is 4,253 tons, built in 1901, and owned by W. R. Rea.

It is expected that the Allan liner *Hibernian* will be floated in about ten days' time. Reinsurance rates have fallen to 20 guineas per cent. The wreck of the Wilson liner *Horati*, near Coruna, has been sold for £1,500. She was insured at a value of £23,000. (Times, 21st June.)

## BANGKOK BANKING.

There are in Bangkok just now (says the *Straits Free Press*) Mr. Lyons of Calcutta, and Mr. Rose of Singapore, who are making final preparations for opening in Bangkok a branch of the International Banking Corporation of Wall Street, New York. Mr. Lyons has been manager of this Bank at Calcutta and Mr. Rose has been connected with the Singapore branch. This corporation, representing about \$8,000,000 gold, are the fiscal agents for the United States Government throughout the Far East, and depository for the fund of the Government of the Philippine Islands. They have already established branches at Shanghai, London, San Francisco, Washington, the city of Mexico, Manila, Hongkong, Yokohama, Singapore, Bombay, and Calcutta, and have agencies in eighteen other of the principal commercial centres of the Far East.

## "A LEGION IN FAR CATHAY."

That is the title of a collection of thirty-two couplets, mostly rhymed, having reference and dedication to the members of the Imperial Maritime Customs of China. The author sees in the "good books in their libraries and the good whisky at their bars" a guarantee that the subjects of his verses will give them criticism "free and fair." They have been handed to us for publication, but we have space only for a few quotations and comments. The Customs men are "eleven hundred strong in numbers—a legion in Far Cathay," and their British chief is "a square man down to the ground." The lines set forth the cosmopolitan character of the service, and the universally harmonious doings of its members. Some of them are said to have "harpooned whales by night" for instance, as well as "fought in foreign legions all along the Pacific Coasts." They are even now ready to "sing a song of welcome to peace, or join in a howl for war." We hope there is nothing libellous in the couplet we quote as a sample:

"We've friends at all the Legations and relations in the Church and 'Beer,'  
And some of us got our billets by methods uncommonly queer."

We cannot help sympathising with them "when a howling crowd are shouting 'Ta! Ta! Ta!'" or applauding when we are told "our duty's to our liking." It surely is the wrong time to "grumble at the pay"—when chasing smugglers across the mountains, or cruising in Titan Bay. It is, however, interesting to learn that they "find opium that's stuffed in cats and dogs, and salt that's stowed among coal," and if all these metrical statements by Mr. T. Holman, R.N., are correct, we can quite believe his final claim: "We're at home in all the countries, and never at sea on the seas." We trust the poet may not regard this notice as outside the category of the "free and fair" criticism he invites.

## SHOOTING IN THE NAVY.

RETURN OF LIGHT G.F. GUNS FOR 1903.

The Admiralty have just issued to commanding officers of ships and naval establishments the return of prize-firing from light quick-firing guns for 1903, from which the following details of the shooting of the ships of the China Squadron are taken. The names given are those of the best shots with the respective guns in each ship:—

## BATTLESHIPS.

ALBION.—12-12pdrs.; points per gun, 36.52; W. Whiting, A.B. 81.15, 6.3pdrs.; points per gun, 30.72; A. Geoch, A.B. 51.20; total points, 34.59.

GLORY.—12-12pdrs.; points per gun, 41.93; T. Mathews, A.B. 113.61, 6.3pdrs.; points per gun, 11.95; E. Stainsbury, P.O. (2), 40.96; total points, 31.93.

CERBERUS.—12-12pdrs.; points per gun, 28.40; E. Kirby, A.B. 64.92, 6.3pdrs.; points per gun, 25.50; J. Morgan, A.B. 61.44; total points, 27.47.

VENGEANCE.—12-12pdrs.; points per gun, 27.05; M. Sergeant, A.B. 64.92, 6.3pdrs.; points per gun, 22.19; T. Robinson, A.B. 3, 7.2; total points, 25.43.

Total number of guns, 1,122.  
Average points per gun, 31.83.

FIRST AND SECOND CLASS CRUISERS.  
AMPHITRITE.—14-12pdrs.; points per gun, 46.37; G. Blaber, L.S. 113.61; total points, 46.37.

CREST.—14-12pdrs.; points per gun, 46.37; B. Travers, P.O. 1st, 97.33, 3.3pdrs.; points per gun, 34.13; J. Collier, private, R.M.L.I., 51.20; total points, 44.31.

ECURSE.—9-12pdrs.; points per gun, 43.28; A. Francis, P.O., 2nd, 113.61, 6.3pdrs.; points per gun, 29.01; total points, 37.57.

TA NOT.—10-12pdrs.; points per gun, 25.69; R. Fells, A.B. 64.92; total points, 25.96; LEVIATHAN.—12-12pdrs.; points per gun, 25.96; G. Morey, L.S. 64.92; total points, 25.99.

SIRUS.—9-6 and 3pdrs.; points per gun, 12.51; J. Mairs, A.B. 40.96 total points, 12.51.

THETIS.—3-6 and 3pdrs.; points per gun, and total points, 11.36.

Total number of guns, 609.  
Average points per gun, 30.11.

REMAINDER OF SHIPS.  
BRANDLE.—1-12pdrs.; points per gun, 52.75.

ESPIEGLE.—4-3pdrs.; points per gun, 30.72.

PHOENIX (1st firing).—4-3pdrs.; points per gun, 23.16.

BRITOMART.—4-12pdrs.; points per gun, 20.29.

FEARLESS.—8-3pdrs.; points per gun, 15.36; A. Vines, private R.M.L.I., 30.72.

ALACRITY.—6-6pdrs.; points per gun, 13.65; F. Moreton, L.S., 30.72.

PHOENIX (2nd firing).—4-3pdrs.; points per gun, 7.58; E. Fitzroy, A.B., 20.48.

ALGERINE.—4-3pdrs.; points per gun, 5.12; B. Brice, lance-corporal, R.M.L.I., 20.48.

RINALDO.—4-3pdrs.; points per gun, 5.12; R. Clark, private R.M.L.I., 20.48.

Total number of guns, 306.  
Average points per gun, 17.53.

DESTROYERS.  
JANUS.—6-6pdrs.; points per gun, 15.36; J. Thompson, P.O. (2), 51.2.

Total number of guns, 282.  
Average points per gun, 11.76.

## OPIUM IN INDIA AND CHINA.

The Consular report on the trade of China for 1903 gives details of the trade in Indian opium during the past seven years, and goes on to point out that Malwa, which showed an average import of well over 500,000 lbs. during the years 1899-1901 and a sudden drop in the following year, recovered somewhat during 1903, but is still below the five year average. Patna has maintained practically the same level for four years past. Benares and Persia have disappeared. The import of native opium from Szechuan and Yunnan, which aggregated some 22,000 lbs. in 1901 and fell to 1,700 lbs. in 1902, ceased altogether in 1903 as far as the Customs returns are concerned. The great producing centre of the native drug in this province (Kiangsu) is in the north-west, and the Consul has recently seen an estimate of the annual out-turn for the eight chief districts in this region. It appears that the area of poppy cultivation is approximately 100 square miles or 64,000 acres; each acre produces about 250 ozs. of the raw drug, making a total of 16,000,000 ozs. This brings about 25¢ per oz. to the farmer, or 4,000,000 dol. to the section. The area thus taken up by the poppy would produce about 500,000 dol. worth of wheat. If these figures are correct, a field of opium is worth to the farmer eight times the field of the wheat which it displaces, and the spread of the poppy follows as a natural sequence. During the year under review an attempt was made by the high Chinese authorities at Nanking to impose a tax on raw Indian opium beyond that allowed by the Chiaofoo agreement. The Opium Board found that the collection of the tax on the prepared drug was arduous and costly, entailing as it did a supervision of all the divans, large and small, and it was determined to simplify matters by levying toll instead on the raw opium dealers. Being well aware that this method of collection inasmuch as it would affect foreign opium still in its sealed packages, would infringe the British treaty, the Board sought to disguise the fact by calling the new scheme "a tax on prepared opium on the basis of the raw drug." This might pass on paper perhaps, but the plan adopted was to assess the raw opium dealers in advance at so much a month, calculated on their probable sales, and force them to pay. Protest having been made against this breach of treaty, the Nanking authorities employed every specious argument and verbal quibble to maintain their position, and on appeal to Peking became necessary to compel them to withdraw the illegal scheme.

## BATHING PARTIES.

Offer Splendid Materials for Picture Making. Take a KODAK with you.

KODAKS from \$5.00 to \$100.00.

## LONG, HING &amp; CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 16th July, 1904.

## NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN OR SIEMSEN &amp; CO.

## SHIPPING NOTES.

## STEAMER MOVEMENTS.

The M.M. steamer *Tourane*, with the next French mail, will leave Saigon on Friday, the 22nd July, at 7 a.m., for this port.

The C.P.R. steamer *Empress of China* arrived at Kobe at 5.30 p.m. on Tuesday, the 19th July, and left again at midnight same day via Nagasaki for Shanghai, where she is due to arrive at 7 a.m. on Saturday, the 23rd July.

The T.K.K. steamer *America Maru*, with mails, &c., which left hence June 21st for San Francisco via Shanghai, &c., arrived at her destination on the 17th July.

The N.Y.K. steamer *Yacata Maru* (Australian Line) left Kobe, via Moji and Nagasaki, for this port on the 19th July, and is expected here on the 26th July.

The steamer *Gregory Apcar*, from Calcutta, left Singapore for this port yesterday morning.

## WEATHER AT SEA.

Strong S.W. monsoon continues to the west, while moderate to fresh S.E. winds prevail between Hongkong and Shanghai. The *Taiwan* arrived yesterday from the latter port, having en route, been obliged to seek shelter from stormy winds. The *Hang Sang*, also from Shanghai yesterday, reports having seen the German and P. & O. mail steamers anchored for shelter behind Matsu Island on the 19th inst.

## MISCELLANEOUS.

The *Goyevale* arrived from Cardiff yesterday with 7,000 tons of coal. She is taking it to Japan.

The *Kampot* arrived from Amoy on the afternoon of the 19th inst. She did not go to the quarantine anchorage on arrival as she ought to have done (Amoy is an infected port), so she was ordered there by the authorities. On leaving up her anchors and leaving the berth a number of cargo boats were left drifting helplessly in the harbour. Launches eventually came to their assistance.

The N.D.L. s.s. *Preussen*, with the outward mail, arrived here yesterday. She left Singapore on the 15th inst.

The Norwegian s.s. *Sark*, from Norfolk, brought 5,400 tons of coal for Messrs. Shewan, Tomes & Co.

The *Tientsin* arrived from Bangkok yesterday with a cargo of rice, wood and general merchandise.

The *Loertes* arrived from Saigon yesterday with 2,000 tons of rice for Chinese consignees.

## A DERELICT BUOY.

The *Laertes*, from Saigon yesterday, reports having passed a conical derelict buoy with a flagstaff on it, in Lat. 18.52 N., Lon. 112.9 E., at 11.30 a.m. on the 19th inst.

## S.S. "INGALLS" IN SHELTER.

The s.s. *Taiwan*, from Shanghai, reports having passed the U. S. transport *Ingalls*, bound to Manila, on the 17th inst. She was sheltering under Tai Chan; and asked to be reported "all well."

## DEATH OF MR. C. W. S. KYNERSLEY, CMG.

It is with a profound regret that we (*Straits Times*) learn through the courtesy of the Deputy Governor that a telegram has been received from the Secretary of State announcing the sudden death of Mr. Charles Walter Sneyd Kynersley, CMG., one of the most popular officers that has ever held administrative rank in the Government of British Malaya. Mr. Kynersley at the time of his departure for home on the grounds of ill-health, was the *Doyen* of the Straits Civil Service on the active list, and his unfailing kindness and courtesy to all classes of the community, during a residence out here which extended over thirty-two years earned him a popularity that was most sincerely evinced by Europeans and Asiatics alike at all times throughout his official career, and finally when they came to offer their kindest wishes for renewed health and long life to Mr. Kynersley and his charming wife on the occasion of their departure. Mr. Kynersley was 55 years old.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 20th at 11.55 a.m. The barometer has risen at nearly all stations, but more particularly in Central China.

Gradients are slight on the China Coast and moderate over the Eastern Sea. Moderate S.W. winds will prevail in the Formosa Channel. They are still rather steep over the China S. and fresh S.W. monsoon will continue there.

Forecast:—Moderate S. to S.W. winds, cloudy, fair.



TRADE MARK.

TELEPHONE No. 135.

## HAVE YOU TRIED

## "YEBISU."

THE FAMOUS BEER OF JAPAN.

THIS IS A

## PURE PLEASING POPULAR PALATABLE PRODUCTION

\$16.60 PER CASE OF 8 DOZEN PINTS.

## SOLE AGENTS

## H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL

DR. NEWELL WILSON. DR. WILLIAM DANIEL

## DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th, February 1940

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.

With CHAMBER for 10 CARTRIDGES.  
FIRING 10 SHOTS IN 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 3rd October, 1900.

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto by the steamer of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO'S,







## INTIMATIONS

THE  
ROBINSON  
PIANO Co. LD.UPRIGHT IRON  
GRANDS

MANUFACTURED BY US  
ARE TO BE  
ABSOLUTELY DEPENDED ON

THERE IS NO PIANO SO WELL  
ADAPTED TO STAND THE  
HONGKONG CLIMATE.  
THE MATERIAL IS OF THE BEST  
AND THOROUGHLY  
SEASONED IN THE COLONY.

WE GUARANTEE THEM FULLY

PRICES \$400: Upwards.

BABY  
GRANDS

ONLY 5 FEET LONG.

Hongkong, 8th June, 1904. [1409]

## NAVY CONTRACT.

TENDERS are invited for the Supply of  
MISCELLANEOUS MATERIALS  
(Firewood, Dunnage, Lime White, &c.) from  
the 1st August, 1904, to 31. M. Naval Yard,  
Hongkong.

Forms of Tender can be obtained on application  
to the Naval Store Officer, H. M. Naval  
Yard, and should be returned not later than the  
26th July, 1904.

A deposit of one hundred dollars will be  
required when applying for tender forms, to be  
turned in if the tender is declined. [1708]

FOR EUROPE AND AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for

PRIVATE RESIDENTS AT THE OUTPOSTS.  
A COMPREHENSIVE AND COMPLETE RECORD  
OF THE

NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY PRESS,  
with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."  
Subscription, if paid in advance, \$12 per annum  
Postage to any part of the World \$2.

FOR SALE

FOR SALE.

TEAKWOOD STEAM LAUNCH in Good  
Working Order and condition.  
Length 36 feet.  
Breadth 7 feet.  
Depth 3 feet 6 inches.  
Engines, Compound Outboard Condensing.  
Price \$3,250.  
Apply to—  
X.  
Care of Daily Press Office.  
Hongkong, 31st May, 1904. [1374]

FOR SALE.

POSTAGE STAMPS. Complete Price  
List for 1904 now ready. Sent post free  
on application.

GEO. E. ANTHONISZ,  
Sea Spray, Celypet,  
Colombo, Ceylon.  
Hongkong, 18th July, 1904. [1754]

FOR SALE.

By PUBLIC AUCTION FOR ACCOUNT OF THE  
CONCERNED,  
On the Amoy Bund,  
At Noon on 25th July, 1904.

THE Wreck of the s.s. "HOANGHO" as  
she now lies in, approximately, the  
following position:—  
Latitude 24°43' North  
Longitude 118°45' East  
Dell Island bearing North by East, and  
Kusan Point bearing South-West (both bearings magnetic).  
Cargo and Private Effects remaining on  
board will be sold separately.  
For Particulars, apply to  
J. E. THOMSEN & CO.,  
Auctioneers.  
Amoy, 9th July, 1904. [1684]

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE,  
The PEAK.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LD.  
Hongkong, 21st May, 1904. [129]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions  
from the CAPTAIN SUPERINTENDENT  
OF POLICE, to Sell by Public Auction,  
TO DAY (THURSDAY),  
the 21st JULY, 1904, at 11 A.M., at THE  
CENTRAL POLICE STATION'S COMPOUND,  
SUNDREY OBSOLETE AND  
CONDEMNED STOLEN.

TERMS.—As usual.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 16th July, 1904. [1736]

## PUBLIC AUCTION.

THE Undersigned has received instructions  
to Sell by Public Auction,  
TO DAY (THURSDAY),  
the 21st JULY, 1904, at 2.30 P.M., at his  
SALES ROOMS, Queen's Road,  
SUNDREY HOUSEHOLD FURNITURE,  
CROCKERY, GLASS and PLATED  
WARE;  
IRON SAFE, COOKING STOVE and  
ONE TANDEM,  
&c., &c., &c.  
TERMS OF SALE.—As Customary.  
V. I. REMEDIOS,  
Auctioneer.  
Hongkong, 19th July, 1904. [1759]

## HIRANO WATER.

THE QUEEN OF TABLE WATERS.  
PURE, SPARKLING, INVIGORATING  
THE LEADING MINERAL WATER OF THE EAST  
Bottled in Japan by H. E. REYNELL & Co.  
BEWARE OF JAPANESE IMITATIONS.  
F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st July, 1903. [1168]

## BUDWEISER

BEER  
EXTRA PALE LAGER IN CLEAR BOTTLES,  
OF UNIVERSAL POPULARITY.  
ANHEUSER BUSCH BREWING  
ASSOCIATION, ST. LOUIS.

THE LARGEST BREWERY  
IN THE WORLD.



This Beer is brewed of best Saazer Hops and  
finest Barley Malt only, and warranted not to  
contain Chemicals in any form.  
The Beer is sterilized after being bottled, and  
full mature age insures its fine condition in any  
climate. Beautifully bright, seductively spark-  
ling, and perfectly pure.

F. BLACKHEAD & CO.,  
Sole Agents.  
Hongkong 25th July, 1903.

## BOARD AND RESIDENCE

"TANG YUEN."  
BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine  
and Accommodation.  
Apply—  
MANAGERESS,  
Macdonnell Road  
or  
FAIRALL & CO., Queen's Road  
Hongkong, 2nd March, 1903. [71]

## BOARD AND RESIDENCE.

MRS. GILLANDERS.  
"GLENWOOD."  
27, CAINE ROAD.  
Hongkong, 19th March, 1904. [78]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED  
ROOMS, with Board.  
Apply to Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1892.

## HONGKONG

## BUSINESS DIRECTORY.

## JEWELLERS

MAISON LEVY HERMANOS  
Diamond Merchants and Watchmakers, 40  
Watson's Building, Queen's Road, also  
at Shanghai, Manila, Paris and Rio

## PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.  
Bromide and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 8A, Queen's  
Road Central.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Sailmakers, Provision  
and Coal Merchants, Sole Agents for  
Hartmann Rahtjen's Genuin Com-  
position Red Hand Brand.

## BISMARCK &amp; CO.

Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour

## KWONG SANG &amp; CO.

Shipchandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineers  
Tools, Metal, Iron and Steel Merchants  
144, Des Voeux Road.

## VISITORS TO CANTON

Should purchase  
"FROM HONGKONG TO CANTON  
BY THE PEARL RIVER."  
BY  
CAPTAIN C. V. LLOYD (S.S. "HANKOW")  
With Illustrations, Maps and Plans.  
Price ..... \$1.30

On Sale at—  
Hongkong: "DAILY PRESS" Office.  
Messrs. KELLY & WALSH.  
Messrs. W. BEEVER & CO.  
Canton: Messrs. A. S. WATSON & Co  
Hongkong, 4th October, 1903. [28]

## SCIENCE AND RELIGION.

The last of a series of five letters in the  
Contemporary, by Professor Lloyd Morgan,  
reads as follows:—

You ask me to write you one more letter to  
indicate the bearing of what I have before  
written on the questions of immortality and of  
free-will. Knotty problems, my friend. All  
I can do is to draw your attention to certain  
points of view. The problem of immortality  
is one that I cannot solve.

Let us turn, then, to a point of view which  
may or may not be helpful to you. We have  
seen that it is of the essence of the concep-  
tion of an immortal Cause that, though mani-  
fested in space and time, it is itself spaceless  
and timeless. If, then, we accept the metaphysical  
assumption of Will as that which unifies  
the whole of our individual experience  
and the whole course of our bodily life,  
if we regard the organs of change from in-  
fancy to age and the mental development  
from start to finish as expressions in  
space and time of this unifying Cause, as  
personal Will, then we are bound to confess that  
this metaphysical basis of our being exists  
sub specie eternitatis. This, I think, is the  
direction in which our abstract conception of  
immortality must develop if it is to keep in close  
touch with metaphysical thought. Just as  
eternity is not time indefinitely prolonged before  
and after, but the timeless, so is immortality  
no mere indefinite prolongation of the time  
sequence of our life. We are, not shall be,  
immortal. This body, this series of mental  
processes, these temporal and spatial mani-  
festations may pass away. But that eternal essence  
which is of the spiritual order dwells serenely  
in the now which is for ever. This view may  
be difficult of acceptance, especially to those who  
are unaccustomed to metaphysical thought and  
find it hard to realise its fundamental concep-  
tions. The man of science may laugh it to  
scorn, or may quietly ignore it as wholly  
outside the range of his interpretation of  
nature. But it is no mere antagonistic to that  
interpretation; and true or false, he should have  
no quarrel with those to whom it may  
appear helpful as a supplement to science. And  
do we not practically feel that certain acts, as  
expressions of character, have a value indepen-  
dent of the immediate circumstances of time  
and place?

Whether such a view suffices to meet certain  
needs and cravings of plain, practical folk is  
quite another question. I think not; but you  
want a metaphysical basis. We should bear in  
mind that the conceptions of the spiritual life  
which are founded not on science but on meta-  
physics find but an inadequate and incomplete  
embodiment in language framed chiefly to  
record and condense our experience as condi-  
tioned in time and space. The history of  
religious thought shows how long and difficult  
has been the task of giving to such conceptions a  
fitting expression. We are often forced to  
convey in terms of temporal experience the  
essential truths concerning that which underlies  
experience. And some of us hold that it is  
better that they be thus inadequately conveyed  
and of necessity imperfectly grasped, than that  
they be conveyed or grasped at all. Better the concep-  
tion of a future life beyond the grave, as a  
no doubt imperfect and limited embodiment of  
the metaphysical conception of existence sub  
specie eternitatis, than our crude denial of any  
form of spiritual existence. For, in accordance  
with its boasted agnosticism, science has no  
grounds for such denial. Its vaunted ignorance  
may teach it to ignore, but should restrain it  
from denying.

Returning, however, to our point of view  
that we are immortal as emanations from the  
eternal Spirit, that the kingdom of heaven is  
within us (read carefully your fourth Gospel),  
have I anything further that is helpful to  
suggest? I know not. This I know; that, do  
what we will, for most of us the experiential atti-  
tude towards immortality as in some way future  
is not likely to be eradicated by a touch of the  
metaphysical's wand. Some there are, no  
doubt, who assure us that they neither desire  
nor hope for any such existence. Others  
there are who rest content with an attitude  
of hope and trust. Are you among that  
number? Do you feel that this hope has value  
for the conduct of your present life? Then I  
should say:—Stick closely to your sense of value  
just as long as it is of real service and help.  
And for the rest trust, if you may not believe.  
In a word, so act that if, in some way that we  
do not understand, that which, with our  
limitations of conception, we speak of as the  
future life should be realised, you will have no  
cause to regret your action. I will not say more  
lest I should seem to fall into a moralising  
vain.

As to the freedom of the Will, a few words  
must suffice. It is a well-worn topic—well-nigh  
worn threadbare. Science stands for deter-  
minism all along the line; determinism alike  
in the chain of objective experience, and in the  
subjective aspect of that experience; deter-  
minism alike in the physical world and in the  
world of mental process. For science there  
is not and cannot be such a thing as free-  
will. The question, then, comes to this:—  
Is there any necessary antagonism between the  
determinism of science and the free-will of  
metaphysics? No doubt freedom and deter-  
minism are often regarded as antithetical. The  
true antithesis of freedom, however, is not  
determinism but external constraint. My Will  
is free to give expression to my character just  
in so far as I am not thwarted by constraining  
influences as other expressions of the universal  
Cause. Within these limits I am free to deter-  
mine; and such freedom cannot be antagonistic  
to determinism which refers to that which is  
determined. You must not fail to note, how-  
ever, that the freedom thus claimed by the  
metaphysician is freedom to act in accordance  
with the essential nature of the underlying  
Cause. Of this essential nature determinism is  
the expression. Hence metaphysicians speak  
of freedom as self-determinism.

But just as many advanced exponents of science  
steadfastly oppose the introduction of meta-  
physical links in the midst of a causal chain of  
determinate sequence (to account, for example,  
for the genesis of protoplasm or the origin of  
mind) so, too, do they refuse to allow free-will  
as a link in the chain of mental phenomena as  
those processes are interpreted by the scientific  
psychologist. But this the metaphysician who  
assumes the attitude I have indicated does not  
suggest. He, too, has no sympathy with  
occasional interference. For him free-will is  
not merely introduced now and again to help a

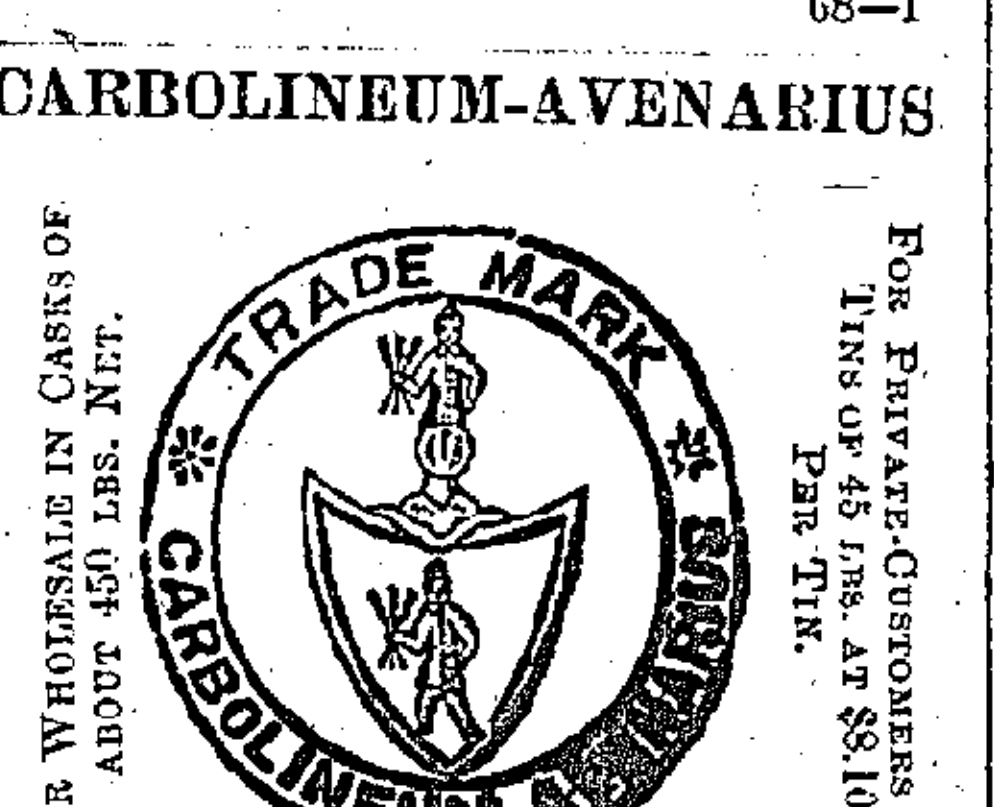
lame interpretation over a stile. It underlies  
the whole course of mental procedure, and does  
not merely pop in, at times of difficulty, like  
the fairy in a pantomime. It is the meta-  
physical source of that character which the  
scientific psychologist must take into considera-  
tion when he claims that, given the character  
(hereditary and acquired) and the circumstances,  
the act is determined by their interaction.  
The metaphysician is not antagonistic to this  
view; he merely supplements it by urging that  
free-will is the determining influence in the  
character as thus manifested. And the quali-  
fication free is introduced as a protest against  
determinism in the sense of external con-  
straint.

You may at first, if this point of view is at all  
new to you, find some difficulty in reconciling  
such determinism as is demanded by science  
with human responsibility. But the difficulty  
of some of us is that of reconciling responsi-  
bility with any other view. On what does the  
determinism of science rest? Surely on observed  
uniformity. On what does it rest in the field  
of conduct? Surely on the uniform activity of  
a given character. Just in so far as my  
character forms a coherent system, just in so  
far as my freedom lies in the absence of  
determination by anything outside the character  
itself, can you hold me, that is my character,  
responsible for its acts. Suppose there is no  
such uniformity, suppose that incoherence  
takes the place of coherence, so that my acts  
to-day are no manner of guide to the  
nature of my acts to-morrow; will you not say:  
—Poor fellow, he is mad, we cannot hold him  
responsible for any of these acts? But in all  
this you must notice I am identifying myself  
with my character. The question is often  
asked:—But after all is not a man free to de-  
termine his own character? This question, how-  
ever, has no meaning for one who has accepted  
for good and all the doctrine of immutability,  
unless, indeed, the word character is used merely  
in the scientific sense of that which is manifested,  
and is not applied, as I am applying it here, to  
the metaphysical ego, that free spirit which  
determines the outward expression in conduct.

And here I must stop. If you do not catch  
my drift of thought from these few words I  
fear that further discussion, unless at far greater  
length than is possible here, would be of little  
service. There are other questions you raise  
which I have not now space or time to enlarge  
upon. You ask: What is evil? In return, I  
ask you: What is dirt? You know the old  
definition:—Dirt is good matter in the wrong  
place. Apply this in your consideration of  
evil. You ask: How are sorrow and suffer-  
ing to be accounted for? I appeal to your  
sense of value, and ask you to consider whe-  
ther or not there is any true meaning in the  
phrase "made perfect through suffering," and  
whether Christ would be for you, what I trust  
He still is, if He were not a Man of sorrows.  
I cannot enter further into these matters. I  
can only add a valedictory word or two. If in  
any sense you retain a belief in God, remember  
that He reveals Himself to different men in  
different ways. Do not be impatient with me  
if I have urged points of view which do not  
appear to you. Do not be impatient with what  
may seem to you the narrowness of certain  
religious opinions. Do not even be impatient  
with Atheism. I have met many Atheists  
whose moral life has been not only irreproach-  
able, but noble. And I have sometimes thought,  
that perhaps, after all, what seemed to me their  
limitation of view was just a means of con-  
centrating their efforts on right living, and  
therefore, for them, productive of good and not  
bad results. For what else is said and done,  
right living, may outweigh many a cruel  
twist of thought. This, then, is my last word  
to you: Solve if you can the Riddle of the  
Universe, and cherish your religious beliefs,  
just in so far as they do not conflict with other  
beliefs, and, above all, just in so far as they  
appeal to your sense of value in the conduct of  
life.

Best for the Skin and Complexion.  
**CALVERT'S  
CARBOLIC  
TOILET SOAP**  
(Soothing, cleansing and antiseptic).  
Pleasant to use, especially to sufferers from  
perspiration, and most refreshing in hot climates.  
F. C. CALVERT & Co., Manchester, Eng.

## CARBOLINEUM-AVENARIUS



Known all over the World as a thoroughly  
effective preservative of Wood against White Ants,  
Fungus, Dry-rot, Decay.  
Number of Testimonials from Authorities as  
well as from Private Customers.

LUTGENS, EINSMANN & CO.  
Sole Agents for China.  
Hongkong, 19th July, 1904. [1613]

## RUIAERT PERE &amp; FILS, REIMS

Established 1719.  
CHAMPAGNE GROWERS AND  
SHIPPERS.  
Ship only the Finest Quality  
Extra Dry (Green Seal)  
LAUTS, WEGENER & Co.,  
Sole Agents.

Hongkong, 18th May, 1903. [1264]

## NOTICE OF FIRM

IT IS HEREBY NOTIFIED that on and  
after this date, no receipts for accounts  
due to this Company will be recognised unless  
they are shown on Separate Printed forms  
bearing the same numbers as the Bills and have  
been signed by us.  
T. ARIMA,  
Manager.  
Hongkong, 16th July, 1904. [1731]

THE CIGARETTES OF THE  
FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.  
ALEXANDRIA & CAIRO, EGYPT.  
FINEST EGYPTIAN CIGARETTES.  
TRADE MARK.



LOTUS,  
Large Size \$5.00 per 100  
Gold Tipped Medium Size  
\$3.75 per 100  
ZAFAR,  
Large Size \$4.50 per 100  
Medium Size \$4.20

KARIM,  
Large Size \$3.75 per 100  
Medium Size \$3.50  
THABIT,  
Large Size \$3.00 per 100  
Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

1615] KRUSE & CO., CONNAUGHT HOUSE.

## PO CHEUNG &amp; CO.

昌寶  
14, QUEEN'S ROAD, CENTRAL.

FURNISHERS AND UPHOLSTERERS.  
GENERAL DOMESTIC GOODS, &c., &c.  
CHAIRS, GLASSWARE AND CROCKERY HIRED OUT AT  
A MOMENT'S NOTICE.  
Hongkong, 13th July, 1904. [1708]

## JAPAN

## COALS.

MITSUI BUSSAN KAISHA  
(MITSUI & CO.)

HEAD OFFICE.—1, SUESSA-CHO, TOKYO.  
LONDON BRANCH.—34, LINN STREET, E.C.  
HONGKONG BRANCH.—PRINCE'S BUILDINGS, ICE HOUSE STREET

## OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,  
Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchino, Sasabe, Maiduru Miki, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mamada, Mannoura, Onoura Otzuji,  
Sasahara Tsukakuro, Yoshinotani, Yoshio, Yuzokibara, and other Coals.  
S. MINAMI, Manager, Hongkong.

## THE

JOB PRINTING  
DEPARTMENT  
OF THE

"HONGKONG DAILY PRESS"

IS REplete WITH ALL THE LATEST  
AND MOST UP-TO-DATE APPLI-  
ANCES FOR THE PRODUCTION OF  
FIRST-CLASS WORK.

ALL DESCRIPTIONS OF

## ILLUSTRATED

CATALOGUES,

CIRCULARS,

VISITING CARDS,

AND

## COMMERCIAL

PRINTING

TURNED OUT ACCURATELY, AND  
WITH THE GREATEST DESPATCH,  
UNDER THE DIRECT SUPERVISION  
OF EXPERIENCED EUROPEANS.

## BOOK BINDING.

MACHINE RULING,

GOLD LETTERING,

AND

MARBLING, ETC.,

ALL EXECUTED ON THE PREMISES

AT THE SHORTEST NOTICE.

## LAW WORK,

LEDGERS AND ACCOUNT

BOOKS

A SPECIALITY, AND AT PRICES  
WHICH COMPARE FAVOURABLY  
WITH ANY OTHER PRINTING ESTAB-  
LISHMENT IN THE FAR EAST.  
ESTIMATES FURNISHED.  
Hongkong, 1904.

## MAIL TABLES

FOR

1904.

Mounted on Card ... 3c cents  
Paper ... 20 cents

On Sale at the Daily Press Office,  
Hongkong 5th March, 1904

ROWLAND'S  
KALYDOR  
FOR THE SKIN

Produces soft, fair, delicate skin, heals all  
cutaneous eruptions, and insures a lovely  
delicate complexion to all who use it.  
25, 46, of Stores and Chemists.



## SHIPPING.

## VESSELS ADVERTISED AS LOADING.

ARRIVALS.	
DEIMA, German str., 394, R. E. Christiansen, 20th July, —Chetoo 14th July, Beans and General, —Sander, Wiesler & Co.	
GOOYALE, British str., 2,238, H. Silvey, R.N.R., 19th July, —Cardiff 30th April, Coal, —Gilmann & Co.	
HAIMUN, British str., 638, W. C. Passmore, 20th July, —Swatow 19th July, General, —Douglas Lapraik & Co.	
HANGSANG, British str., 1,356, Wilde, 20th July, —Shanghai 14th July, General, —Jardine, Matheson & Co.	
HONGKONG, French str., 742, A. Suzzani, 20th July, —Haiphong and Hanoi 19th July, General, —A. R. Marty.	
HYSON, British str., 1,232, J. A. Davies, 19th July, —Nagasaki 14th July, General, —Butterfield & Swire.	
JACON, Dutch str., 623, B. Ohlsen, 19th July, —Helsing 17th July via Hoihow 19th, General, —Jensen & Co.	
KAMPOT, French str., 412, Bayay, 20th July, Amoy 16th July, —Chinese.	
KINTUCK, British str., 2,880, D. Robinson, 20th July, —Amoy 19th July, General, —Butterfield & Swire.	
LAERTER, British str., 1,312, J. B. Jackson, 20th July, —Sagay 16th July, Rice and Rice-mill, —Chinese.	
PREUSSEN, German str., 2,205, E. Pridin, 19th July, —Singapore 15th July, General, —Melchers & Co.	
TAIWAN, British str., 1,109, H. Harder, 20th July, —Shanghai 13th July, General, —Butterfield & Swire.	
TSINTAU, German str., 1,002, O. Koch, 20th July, —Bangkok 12th July via Swatow 19th, Rice, Wood and General, —Butterfield & Swire.	

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.	
Amoy, British str., for Hongkong.	
Aperade, German str., for Hoihow.	
Charterhouse, British str., for Amoy.	
Courfield, British str., for Taku and Durban.	
Glenloch, British str., for Amoy.	
Kintuck, British str., for Singapore.	
Peters, British str., for Shanghai.	

## DEPARTURES.

COLONIES, British str., for Sasebo.	
20th July.	
ATHENIAN, British str., for Vancouver.	
BARALONG, German str., for Yokohama.	
EMILY, German str., for Swatow.	
ERICA, German str., for Tsingtau.	
HUK, French str., for Haiphong.	
JOHANN, German str., for Tournai.	
NINPO, British str., for Saigon.	
OVIN, British str., for Kobe.	
RANDSHIRE, British str., for Shanghai.	
SEKIA, German str., for Shanghai.	
TEXAS, British str., for Manila.	
THALES, British str., for Swatow.	
TRIUMPH, German str., for Swatow.	

## VESSELS IN DOCK.

ABERDEEN DOCKS.—Glenloch.	
Kowloon Dock.—U. S. S. Polkander.	
U. S. S. Helena, Dugan, Shanghai, Chantrel, U. S. S. Calico, Quinquina, Kensington.	
COSMOPOLITAN DOCK.—Sisla.	

## VESSELS ON THE BERTH

## IMPERIAL GERMAN MAIL LINE.

## FOR EUROPE.

## THE Steamship

## "ROON."

Captain G. Meiners, will leave TO-DAY, the 21st inst., at Noon.

## MELCHERS &amp; CO., Agents.

Hongkong, 19th July, 1904. [1760]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR KOBE.

## THE Company's Steamship

## "PERLA."

Captain A. H. Notley, will be despatched for the above port TO-MORROW, the 22nd inst., at 5 P.M.

This steamer has superior accommodation for passengers and is fitted with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 19th July, 1904. [1760]

## NORDDEUTSCHER LLOYD, BREMEN

## NOTICE.

## STEAM FOR KUAT AND SANDAKAN.

Taking Cargo at through rates to the BAZILIS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

## TAWAO, LAHAD DATU, LABUAN AND ZAMBOANGA.

## THE Company's Steamship

## "BORNEO."

Captain E. Muhle, will be ready to load for the above ports on THURSDAY, the 21st inst.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 16th July, 1904. [1737]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND TAMSUI.

## THE Company's Steamship

## "HAIMUN."

Captain Passmore, will be despatched for the above ports TO-MORROW, the 22nd inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 20th July, 1904. [1769]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

## "YUENSANG."

Captain T. M. Meyrick, will be despatched as above TO-MORROW, the 22nd inst., at 4 P.M.

This steamer has superior accommodation for first-class passengers and is fitted throughout with Electric Light and carries a doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 19th July, 1904. [1761]

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

## "ARRATON APCAR."

Captain E. Fey, will be despatched for the above ports on TUESDAY, the 26th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 19th July, 1904. [1762]

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, & C.	SARDINIA	Brit. str.	C. C. Talbot	P. & O. S. N. Co.	About 22nd inst.
LONDON, & C. VIA PORTS OF CALL.	BALLAARAT	Brit. str.	C. R. Longden	P. & O. S. N. Co.	30th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	KRENN	Brit. str.	.....	BUTTERFIELD & SWIRE	16th Aug.
LONDON, AMSTERDAM & ANTWERP	MOYUNE	Brit. str.	.....	BUTTERFIELD & SWIRE	30th Aug.
LONDON, AMSTERDAM & ANTWERP	PELUS	Brit. str.	.....	BUTTERFIELD & SWIRE	15th Sept.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	.....	BUTTERFIELD & SWIRE	28th inst., D'light.
MARSEILLES & LONDON, VIA S'FORE, & C.	BUCENTAU	Brit. str.	R. L. Risson	NIPPON YUSEN KAISHA	To-day, at Noon.
BREMEN, VIA PORTS OF CALL	ROON	Ger. str.	Meiners	MELCHERS & CO.	31st inst.
HAYRE & HAMBURG	C. FELD LAEISZ	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	18th Aug.
HAYRE & HAMBURG	BADENIA	Ger. str.	Roerden	HAMBURG-AMERIKA LINIE	25th Aug.
HAYRE & HAMBURG	SPEZIA	Ger. str.	Miltzoff	HAMBURG-AMERIKA LINIE	5th Sept.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	20th Sept.
TRIESTE, & C. VIA SINGAPORE, & C.	SCANDIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	25th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	PERBIA	Aust. str.	Craglietto	SANDER, WIELER & CO.	20th Aug.
NEW YORK, VIA PORTS & SUEZ CANAL	ST. PILLARS	Brit. str.	.....	BUTTERFIELD & SWIRE	About 21st inst.
NEW YORK, VIA SUEZ CANAL	EPSON	Brit. str.	J. White	.....	About 15th Aug.
VANCOUVER, VIA SHANGHAI, & C.	NUBIA	Ger. str.	Habel	HAMBURG-AMERIKA LINIE	30th Aug., 4 P.M.
VANCOUVER, VIA SHANGHAI, & C.	E. OF CHINA	Brit. str.	.....	CANADIAN PACIFIC R. CO.	1st Aug.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	TARTAR	Brit. str.	Geo. Wright	DODWELL & CO., LIMITED	30th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	HYADES	Brit. str.	.....	BUTTERFIELD & SWIRE	11th Aug.
PORTLAND, OREGON	MACHAON	Brit. str.	.....	PORTLAND & ASIATIC CO.	13th Aug.
AUSTRALIAN PORTS	ARABIA	Brit. str.	Bahle	NIPPON YUSEN KAISHA	20th inst., 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	YAWATA MARU	Jap. str.	.....	BUTTERFIELD & SWIRE	About 22nd inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TAIYUAN	Brit. str.	S. Barcham	JAVA-CHINA-JAPAN LINE	To-morrow, 5 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	YAMAGUCHI	Brit. str.	.....	SHEWAN, TOMES & CO.	About 25th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	NIPOON	Brit. str.	A. H. Notley	MELCHERS & CO.	About 26th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TOURANE	Brit. str.	F. N. Tildard	JARDINE, MATHESON & CO.	28th inst., D'light.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	NUBIA	Brit. str.	E. B. Hirst	OSAKA SHOSHEN KAISHA	3rd Aug., 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TAIYUAN	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	24th inst., 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	M. STEUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	31st inst., 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	27th inst., 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	To-morrow, 11 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	HAIMUN	Brit. str.	Passmore	DOUGLAS LAPRAIK & CO.	24th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	YUENSANG	Brit. str.	T. M. Meyrick	JARDINE, MATHESON & CO.	To-morrow, 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PERBIA	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	25th inst., 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SHAWMUT	Brit. str.	R. Rodger	DODWELL & CO., LD.	About 12th Aug.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	KAIFONG	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	25th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	BORNEO	Ger. str.	E. Muhle	QUICK DESPATCH.	Quick despatch.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TUPANAS	Dut. str.	.....	JAVA-CHINA-JAPAN LINE	About 23rd inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	A. APCAR	Brit. str.	E. Fey	DAVID SASSOON & CO.	25th inst., at 3 P.M.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

## FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

## "EPSON."

Captain J. White, will be despatched for the above port on or about MONDAY, the 15th August.

For Freight, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 4th July, 1904. [1630]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR

## TRIESTE (DIRECT),

## CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.

Taking Cargo at through rates to the BAZILIS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

## THE Company's Steamship

## "PERSIA."

Captain Craglietto, will be despatched as above on SATURDAY, the 23rd inst., P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 16th July, 1904. [1760]

## NATAL LINE OF STEAMERS.

## THE Undersigned GENERAL AGENTS

in CHINA AND JAPAN for the above Line prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

## MESSAGERIES CANTONNAISES.

## J. TREVOUX &amp; CO.

## HONGKONG-CANTON NIGHTLY SERVICE.

## THE Commodious Steamer

## "PAUL BEAU."

Captain Frangue, leaves Hongkong for Canton at 9 P.M., on SUNDAY, TUESDAY and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUN." Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European ... \$8.00

Second Class European ... \$3.00

First Class Chinese ... \$1.50

Second Class Chinese ... 80

Deck ... 30

The Company's Wharf is at the end of Queen Street, Fraya West.

For further particulars, apply to J. LANDOLT, Agent.

The Pharmacy, Queen's Road Central, Hongkong, 23rd March, 1904. [1420]

## HONGKONG-CANTON LINE.

## THE British steamship

## "YING KING."

Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity, hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single journey

2nd ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD., No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [175]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

## FOR

## YOKOHAMA, VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

(Passing through the Inland Sea)

For Freight and Passage, apply to S. Barcham, Agents.

Hongkong, 18th July, 1904. [1630]

## LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

For Freight and Passage, apply to S. Barcham, Agents.

Hongkong, 18th July, 1904. [1630]

## SHANGHAI, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

For Freight and Passage, apply to S. Barcham, Agents.

Hongkong, 18th July, 1904. [1630]

## LONDON, &amp; C. VIA PORTS OF CALL.

For Freight and Passage, apply to S. Barcham, Agents.

Hongkong, 18th July, 1904. [1630]

## FOR FURTHER PARTICULARS, APPLY TO

E. A. HEWETT, Superintendent.

## NORTHERN PACIFIC LINE.

## BOSTON S. CO. BOSTON TOWBOAT CO.

## CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA B.C. AND TACOMA

## VIA

## MOJI, KOBE AND YOKOHAMA.

For Freight and Passage, apply to S. Barcham, Agents.

Hongkong, 18th July, 1904. [1630]

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT, 9,606 tons, W. M. Smith, About 12th August.

S.S. TREMONT, 9,606 tons, T. W. Garlick, About 10th September.

## CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

## CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

QUEEN'S BUILDINGS, Hongkong, 13th July, 1904. [1760]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

## THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA.

## AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

## SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

[PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).]

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 3rd Aug.

R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 10th Aug.

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th Aug.

Hongkong to London, 1st Class, ... via St. Lawrence 200 ... via New York 232.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND HAWAIIAN PORTS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL...	"AJAX" On 29th July.	
GLASGOW and LIVERPOOL...	"MACHAON" On 8th August.	
GLASGOW and LIVERPOOL...	"GLAUCUS" On 12th August.	

## HOMEWARDS.

FOR	STEAMERS	TO
LONDON, AMSTERDAM and ANTWERP	"KERMUN" On 2nd August.	
LONDON, AMSTERDAM and ANTWERP	"MOYUNE" On 16th August.	
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON" On 20th August.	
LONDON, AMSTERDAM and ANTWERP	"PELEUS" On 30th August.	
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS" On 15th September.	

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"MACHAON" On 11th August.	

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [10-11]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO
CEBU and ILOILO	"KAIFONG" On 23rd July.	
SWATOW, CHEFOO and TIENSIN	"KANSU" On 24th July.	
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MEL- BOURNE	"TAIYUAN" On 30th July.	

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified  
Surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [12]

Hongkong, 15th July, 1904.

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK  
VIA PORTS AND SUEZ CANAL.  
(WITH LIBERTY TO CALL AT PHILIPPINE  
PORTS)  
PROPOSED SAILINGS FROM HONGKONG.  
About  
"ST. PILLANS" ... 21st July.  
"BEDOUIN" ... 5th Aug.  
"LOWTHER CASTLE" ... 20th Aug.  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 12th July, 1904. [877]

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.  
THE Company's Steamship

"TOURANE."  
Captain Girard, will be despatched for the  
above ports on or about MONDAY, the 25th  
inst.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 18th July, 1904. [2]

NIPPON YUSEN KAISHA.  
FOR MARSEILLES AND LONDON, VIA  
SINGAPORE, PENANG, COLOMBO  
AND PORT SAID.

THE British Steamship  
"BUCEAURAT,"  
Captain R. L. Bittson, will be despatched as  
above on THURSDAY, the 25th inst., at  
DAYLIGHT.  
For Freight, apply to  
A. S. MIHARA,  
Agent.  
Hongkong, 7th July, 1904. [1656]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
"BALLAARAT,"  
Captain C. R. Loughran, R.N., carrying His  
Majesty's Mails, will be despatched from this  
for Bombay, etc., on SATURDAY, the 30th  
JULY, at NOON, taking passengers and  
cargo for the above ports in connection with the  
Company's s.s. "Egypt," 7,912 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.  
Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the Mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, etc., will be conveyed  
from Bombay by the R.M.S. "Arabia," due  
in London on the 12th September.  
Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents and  
value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 18th July, 1904. [1]

PENINSULAR & ORIENTAL STEAM  
NAVIGATION COMPANY'S  
INTERMEDIATE LINE.

The New and Well-Appointed Twin Screw s.s.  
"SARDINIA,"  
6,574 Tons, will be despatched for LONDON  
DIRECT on or about 21st July.  
Has excellent accommodation for FIRST &  
SECOND SALOON Passengers at moderate  
rates.  
To be followed by the Steamship  
"BOLENE,"  
4,573 Tons, about 18th August.  
For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 24th June, 1904. [1568]

FOR CANTON.  
THE now and fast Twin-Screw Steamer  
"SAN CHEUNG,"  
951 Tons, Captain A. Murphy, will leave for  
Canton at 8.30 p.m., on SUNDAYS, TUES-  
DAYS and THURSDAYS and return to  
Hongkong on the following days, leaving Canton  
at 5 p.m. Excellent accommodation, electric  
light, and perfect cuisine. Wharf at Hongkong  
near Harbour Office.  
First-class Euro, \$3 each way. Second-  
class, \$1.50 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
CHEUNG ON STEAMBOAT CO., LD.,  
No. 147, Connaught Road Central.  
Hongkong, 15th March, 1904. [72]

HONGKONG-MACAO LINE.  
S.S. "WING CHAI,"  
Captain Samuel Ball Smith,  
DEPARTURES from Hongkong, on week  
days, at 7.30 a.m.; on Excursion  
Sundays, at 8.30 a.m.; from Macao week days  
at about 2 p.m. and Sundays about 7.30 a.m.  
FARE—(week days) 1st Class (including cabin  
and servant), \$3. Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.  
On Excursion Sundays 1st, 2nd, and 3rd Class  
Single Ticket \$2. Return Ticket \$3. Return  
Ticket including Dinner and Dinner either on  
board or at Macao Hotel \$5. On Sundays \$5  
extra will be charged for each Cabin which has  
accommodation for two or more Passengers.  
Wharf at the Western end of Wing Lok  
Street.  
The Steamer runs on Excursion Trip Every  
Sunday, and takes only 3 1/2 hours to reach Macao.  
MING ON & CO.,  
2nd Floor, 16, Victoria Street.  
Hongkong 8th September, 1903.

STEAM TO CANTON.  
REDUCED FARES.  
THE Commodious Steel Twin Screw  
Steamer  
"TAI ON,"  
Captain J. Lawrence, leaves the Tung Yik  
Wharf, Praya West, on MONDAYS,  
WEDNESDAYS and FRIDAYS at 8.00 p.m.,  
returning from Canton on TUESDAYS,  
THURSDAYS and SATURDAYS, at 5 p.m.  
FARES—  
Saloon ... \$2.00  
Chinese Saloon ... \$1.00  
2nd Class ... 0.60  
Steerage ... 0.20  
This well-known steamer has been fitted  
throughout with Electric Light. Unrivaled  
accommodation, excellent cuisine, best brands of  
Wines and Spirits at moderate charges.  
YIK ON S. CO.,  
300, Des Voeux Road Central.  
Hongkong, 9th July, 1904. [1674]

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.  
STEAM TO SHANGHAI, YOKOHAMA  
AND KOBE.  
THE Company's Steamship

"NIPPON."  
Captain Mistrorigo, will leave for the above  
places on FRIDAY, the 22nd inst., p.m.  
For Freight or Passage, apply to  
SANDER, WIELER & CO.,  
Agents,  
Princes' Buildings,  
Hongkong, 20th July, 1904. [13]

NIPPON YUSEN KAISHA.  
AUSTRALIAN LINE.  
FOR SYDNEY AND MELBOURNE, VIA  
MANILA, THURSDAY ISLAND,  
TOWNSVILLE & BRISBANE.  
THE Company's Steamship

"YAWATA MARU,"  
will be despatched as above on FRIDAY, the  
29th July, at 4 p.m.  
This well-known Steamer is specially con-  
structed for service in the Tropics, and is  
provided with superior accommodation and with  
all modern fittings and improvements for the  
safety and comfort of Passengers. Electric  
Light and Refrigerator. Doctor and  
Stewardess carried.  
For Freight or Passage, apply at the Com-  
pany's Branch Office in Prince's Building,  
First Floor, Charter Road.  
A. S. MIHARA,  
Manager.  
Hongkong, 27th June, 1904. [1583]

**"Sanitas"**  
Purifying Agent  
Indispensable in Hot Countries.  
"Sanitas" Disinfecting Fluid  
is non-poisonous and non-staining, and for  
general or personal use is thoroughly effective.  
It completely disinfects the house in which  
it is used, and administered internally prevents  
Cholera, Typhoid Fever, Dysentery, etc.  
"Sanitas" Disinfecting Powder  
is the best air purifier known, and a stronger  
antiseptic and deodorant than carbolic acid,  
besides being pleasant and refreshing.  
"Sanitas" Eucalyptus Soap  
is specially recommended by the medical  
faculty for use in hot climates, because of its  
fine disinfecting qualities and its fragrance.  
Kingzett's Fumigating Candles  
supply the safest and most convenient means  
of sulphur fumigation. For the disinfection  
of infected places, bedding, clothing, etc.,  
they are both efficacious and economical.  
Destroy all insects.  
THE "SANITAS" CO. LTD.  
BRITNALL GREEN,  
LONDON, E. [410]

DAVID CORSAIR SON'S  
MERCHANT NAVY  
NAVY BOILED  
ONG FLAX  
RELIANCE CROWN  
TARPAULING  
AENHOLD, KARBURG & CO.  
Sole Agents.  
3436]

FOR NERVOUS  
EXHAUSTION  
CHAPOTEAUT'S  
Phospho  
Glycerate  
of Lime  
For Nervous Troubles  
In Adults and Children  
SOLD IN  
Capsules, in Syrup,  
and in Wine  
Increases vital energy and nerve force.  
Full instructions with each bottle  
CHAPOTEAUT-PARIS, FRANCE  
1255-4  
NOTICE TO CONSIGNEES.  
JAVA-CHINA-JAPAN LIJN.  
FROM JAVA PORTS AND MACASSAR.  
THE J.C.J.L. Steamship  
"THILATJAP."  
Captain H. Koops, having arrived from  
the above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the undersigned, and to  
take immediate delivery of their Goods from  
alongside.  
Any Cargo impeding her discharge and/or  
Cargo left on board after Thursday, 21st inst.,  
will be landed in the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees' risk and expense.  
Optional Cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
No Fire Insurance has been effected.  
The steamer will be despatched for Shanghai,  
Moj, Kobe and Yokohama on the 23rd inst.  
Head Agency of the  
JAVA-CHINA-JAPAN LIJN,  
Alexandra Buildings,  
Hongkong, 19th July, 1904. [1770]

## NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,  
LIMITED,  
AND  
CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"SARPEDON,"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will lie at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 16th inst.  
Optional Cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined at 11 a.m., on the 21st inst.  
No Claims will be admitted after the Goods  
have left the steamer's Godown, and all Goods  
remaining undelivered after the 21st inst.,  
will be subject to rent.  
All Claims against the Steamer must be  
presented to the Undersigned on or before the  
25th inst., or they will not be recognised.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th July, 1904. [10-11]

NOTICE TO CONSIGNEES.  
THE P. & O. S. N. Co.'s Steamer

"SIMLA,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.  
Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.  
This vessel brings on Cargo:  
From London, &c., ex s.s. China and  
Sonia.  
From Australia, ex s.s. Britannia.  
From Calcutta, ex s.s. Syria.  
From Persian Gulf, ex s.s. B. I. S. N.  
and B. P. S. N. Co.'s steamers.  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
Noon, To-day, the 15th inst.  
Goods not cleared by the 21st inst., at 4 p.m.,  
will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
Damaged packages must be left in the Go-  
dows for examination by the Consignees' and  
the Company's representatives at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.  
E. A. HEWETT,  
Superintendent.  
Hongkong, 15th July, 1904. [1]

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND  
SINGAPORE.  
THE Steamship  
"ARRATOON APCAL,"  
having arrived from the above ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.  
Cargo impeding the discharge will be landed  
at once, at Consignees' risk and expense.  
Cargo remaining on board after 4 p.m., of the  
21st inst., will be landed at Consignees' risk  
and expense into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited.  
Consignees of Cargo from SINGAPORE  
and PENANG are requested to take IM-  
MEDIATE delivery of their Goods from  
alongside, such Cargo impeding the discharge  
of the Vessel will be landed and stored at  
Consignees' risk and expense.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the  
undersigned.  
DAVID SASSOON & CO., LD.,  
Agents.  
Hongkong, 18th July, 1904. [1762]

OCEAN STEAMSHIP COMPANY,  
LIMITED,  
AND  
CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PELEUS,"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will lie at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 20th inst.  
Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 a.m., on the 25th inst.  
No Claims will be admitted after the Goods  
have left the steamer's Godown and all Goods  
remaining undelivered after the 25th inst., will  
be subject to rent.  
All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
25th inst., or they will not be recognised.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th July, 1904. [10-11]

NIPPON YUSEN KAISHA.  
NOTICE TO CONSIGNEES.  
FROM MIDDLESBOROUGH, ANT-  
WERP, LONDON AND PORTS.  
THE British Steamship  
"BARALONG,"  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their  
Goods are being landed and placed at their risk  
in the Hongkong and Kowloon Wharf and  
Godown Company's Godown at Kowloon, where  
each consignment will be sorted out mark by  
mark and delivery can be obtained as soon as  
the Goods are landed.  
Optional Goods will be carried on unless in-  
structions are given to the contrary before  
4 p.m., To-day, the 19th inst.  
Goods not cleared before the 25th inst., will  
be subject to rent.  
All ship-damaged packages must be left in  
the Godowns and notice of same sent to this  
Office before the 25th inst., or claims in con-  
nection therewith will not be recognised.  
No Fire Insurance will be effected.  
NIPPON YUSEN KAISHA.  
Hongkong, 19th July, 1904. [1771]

## SHIPPING

### SHIPPING IN PORT.

#### STEAMERS.

AMARA, British str. 1,566, C. J. Mattook, 14th  
July.—Saigon 10th July, Rice and Flour.—  
Jardine, Matheson & Co.  
APENRADE, German str. 611, A. P. Ulderup,  
Pakhoi 16th July and Hoibow 17th, Gene-  
ral.—Jensen & Co.  
ARRATOON APCAL, British str. 2,921, E. Fey,  
18th July.—Calcutta 2nd July and Singa-  
pore 13th, General.—David Sassoon & Co.  
BORNEO, German str. 1,414, 2. Muhl, 13 a.  
July.—Saunders 7th July, General.—Mel-  
chers & Co.  
BUTEMOUTH, British str. 2,607, T. W. Stratton,  
18th July.—Singapore 11th July, Petro-  
leum.—Order.  
CHUKONG, British str. 487, Dasey, 12th July,  
—Manila 7th July, Ballast.—Chiuessa.  
DAGMAR, German str. 950, C. Gusewisch, 9th  
July.—Swatow 8th July, Sundries.—Mel-  
chers & Co.  
FOYLE, British str. 2,690, Page, R.N.M., 13th  
July.—Kuchinotzu 7th July, Coal.—M. B.  
Kaisha.  
HANOI, French str. 700, P. Merieus, 19th July,  
—Hoiphong 17th July and Hoibow 18th,  
General.—A. B. Marty.  
HIMERA, British str. 1,224, Lockhart, 14th  
July.—Manila 10th July, General.—  
Shewan, Tomes & Co.  
HINSANG, British str. 1,536, W. E. Sawyer, 18th  
July.—Hongay 16th July, Coal.—Jardine,  
Matheson & Co.  
HOLSTEIN, German str. 985, John Chr. Hansen,  
18th July.—Saigon 14th July, Rice and  
Flour.—Jensen & Co.  
HOPSANG, British str. 1,359, J. M. Hay, 13th  
July, Sourabaya 4th July, Sugar.—Jardine,  
Matheson & Co.  
IBADAN, British str. 473, W. Winch, 5th July,  
—Manila 24th June.—East Asiatic Trading  
Co.  
INKUM, British str. 3,100, F. Pearce, 17th July,  
—Cardiff 15th May, Coal.—Order.  
JUSTIN, United States str. Hughes, 5th July,  
—Guam 28th June and Cavite 1st July,  
Coal.—Order.  
KAIFONG, British str. 1,024, E. Finlayson,  
18th July.—Cebu and Iloilo 14th July,  
Sugar and Hemp.—Butterfield & Swire.  
KENSINGTON, British str. 2,247, Dover, 14th  
July.—Callao via Panama and Yokohama  
24th May, General.—Order.  
MACQUARIE, British str. 2,073, St. John  
George, 8th July.—Kobe via Moji and  
Amoy 21st June, General.—Gibb, Living-  
ston & Co.  
NANSHAN, British str. 1,299, E. F. Stovell,  
18th July.—Saigon 13th July, Rice.—  
Bradley & Co.  
PERLA, British str. 1,287, A. H. Nottley, 13th  
July.—Saigon 9th July, Rice and Flour.—  
Shewan, Tomes & Co.  
PITSANULOK, German str. 1,267, C. Fuchs,  
16th July.—Bangkok 10th July, Rice and  
Timber.—Butterfield & Swire.  
QUANG NAM, French str. 710, Jean Vidal,  
15th July.—Saigon 10th July, Rice and  
General.—Bradley & Co.  
RUBI, British str. 1,690, R. W. Almond, 19th  
July.—Manila 17th July, Hemp and Gen-  
eral.—Shewan, Tomes & Co.  
SARK, Norwegian str. 2,303, Hansen, 19th July,  
—Norfolk 30th April via Singapore 12th  
July, Coal.—Shewan, Tomes & Co.  
SIBERIA, American str. 3,655, J. T. Smith,  
17th July.—San Francisco 11th June and  
Manila 15th July, Mails and General.—  
P. M. S. S. Co.  
SINK, British str. 3,216, James Rowley, 5th  
July.—New York 4th May, General.—  
Doddwell & Co.  
SISHAN, British str. 845, A. Jones, 13th July,  
—Iloilo 8th July, Sugar and Sapan Wood.  
—Bradley & Co.

THILATJAP, Dutch str. 2,475, H. Knops, 19th  
July.—Macassar 10th July, General.—  
Java-China-Japan Lijn.  
WAISHING, British str. 1,170, M. Courtney,  
15th July.—Chinkiang 11th July, General.  
—Jardine, Matheson & Co.  
YUENKANG, British str. 1,125, T. M. Meyrick,  
18th July.—Manila 15th July, General.—  
Jardine, Matheson & Co.  
SAILING SHIPS.  
E. B. SUTTON, American barque, 1,248, John-  
son, 19th July.—Chafco 23rd June, Ballast.  
—Order.  
ECLIPSE, British ship 2,978, J. McBryde, 19th  
July.—New York 10th December, 1904,  
Cass Oil.—Standard Oil Co.  
KENTMERE, British barque, 2,344, Burch, 14th  
June.—New York 29th January, Kerosene.  
—Standard Oil Co.  
MARIA, Russian barque, 1,118, D. Urso, 9th  
April.—Fremantle 7th Feb, Sandalwood.  
—Order.  
THONGATE, British barque, 919, A. Hutton,  
28th May.—Fremantle 23rd March, Sandal-  
wood.—Gillman & Co.  
VALE OF DOON, Sarawak barque, 689, J. Poler-  
son, 22nd June.—Ruanjang (N.W. Borneo)  
6th June, Timber.—Standard Oil Co.  
BRITISH WARSHIPS.  
CHERUB, water tank and tug.  
ECLIPSE, British cruiser, 5,630, R.H.S. Stokes,  
16th July.—Woojung 13th July.  
HANDY, torpedo boat destroyer.  
HANT, torpedo boat destroyer.  
OORAN, 1st-class battleship, Capt. T. Y. Great  
OTTER, torpedo boat destroyer, Lieut. E. H.  
Jelliffe.  
TAKU, torpedo boat destroyer.  
TAMAR, receiving ship, Commodore C. G.  
Dicke.  
VIRAGO, torpedo boat destroyer.  
FOREIGN WARSHIPS.  
ADAMASTOR, Portuguese cruiser, 1,809, Ribeiro,  
8th July.—Macao 8th July.  
GENERAL ATAYA, American transport, Whit-  
ton, 29th June.—Cavite 17th June.  
HERENA, U.S. gunboat.  
TITANIA, German cruiser, 1,245 Schnake, 6th  
July.—Shanghai 20th June.

A. LING & CO.,  
FURNITURE STORE.  
PLATED GLASS AND CROCKERY  
WARE, &c., &c., and POOCHOW  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903.

## NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, nor  
THE OWNERS will be RESPONSIBLE  
for any DEBT contracted by the Officers or  
the Crew of the following Vessels during the  
stay in Hongkong Harbour.  
ECLIPSE, British 4-m. barque, J. McBryde—  
Standard Oil Co.  
LYNDHURST, British 4-m. barque, Parnell—  
Standard Oil Co.  
KENTMERE, British Ship, T. E. Burch—  
Standard Oil Co.  
ANAPA, British Ship, J. M. Williamson—  
Shewan, Tomes & Co.  
E. B. SUTTON, American barque, Johnson—  
Order.

MARTIN'S  
APIOL & STEEL  
PILLS  
A French Remedy for all Irritabilities. Thousands of  
Ladies say a box of Martin's Pills in the house, so that on the  
first sign of any irregularity of the system a timely dose may  
be administered. Those who use them recommend them, hence  
their enormous sale. At Chemists and Grocers.  
HASTIE, CHEONG & SOUTHWORTH, ENGLAND.

WALTHAM  
WATCHES  
ARE  
GUARANTEED  
AGAINST ANY DEFECT  
IN MATERIAL OR CON-  
STRUCTION

van  
Houten's  
Cocoa  
The most nourishing, digestible  
and delicious of all Coccas.  
BEST & GOES  
FARTHEST.



